RAILROAD

AUGUST, 1969 MAGAZINE FIFTY CENTS

Wouldn't it be great if someone would invent

A WAY TO MAKE EXTRA MONEY FOR US GUYS WITHOUT COLLEGE DEGREES

Well, someone has. The 64-year-old Mason Shoe Mfg. Co. of Chippewa Falls, Wisconsin has perfected a plan so simple and easy that any man who will follow it need never earn less than $100 a week again. How much or how little education you have doesn't matter in the least!

The Mason Shoe Company will set you up in a profitable "shoe store business" you can run from home. In your spare time, this business can add enough to your present paycheck so that you'll be making at least $100 a week. Or run this business full time and earn as much as $960 a month. But you should never make less than $100 a week again if you take advantage of this opportunity.

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Chippewa Falls, Wisconsin 54729

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Rush your FREE Starting Outfit – and proof that there's still a way a guy can get on top of the world without a college degree!

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(Please Print)
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How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

MAIL COUPON FOR FREE BOOKLET

To receive a free copy of the 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 450, , 555 E. Lange St., Mundelein, Illinois 60060.*

DON BOLANDER, Career Institute, Dept. 450, 555 E. Lange St., Mundelein, Illinois 60060.

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RAILROAD MAGAZINE

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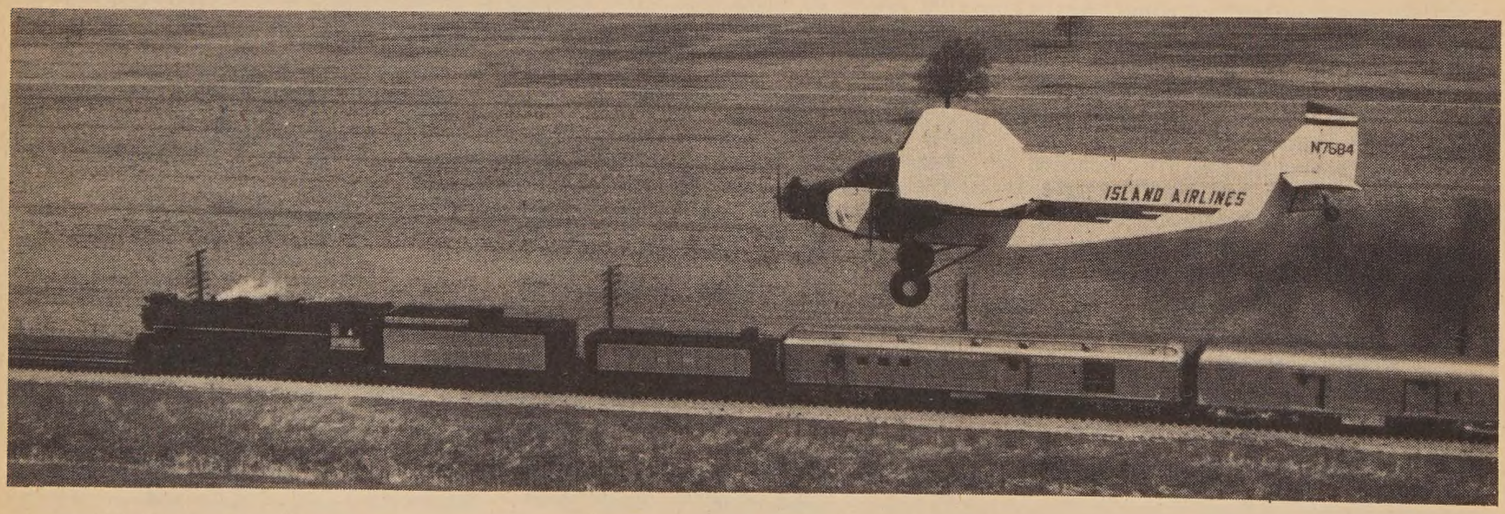
Out of a page from the past, the streamliner races the mail plane. Actually, scene is our cover engine, No. 759 with Ohio's Island Airlines 1928 Ford Tri-motor. Rail photographers Vic Hand, Al Sherry, Ron Ziel, and Mike Eagleson chartered this and another oldtime plane for the chase.
Photograph Ron Ziel



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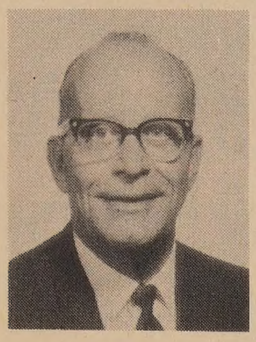
Ed Crouch Never Dreamed He'd Earn Up To $2,000 A Month When He Mailed The Coupon



But he does . . . And his car and business expenses are paid, too. Read how he moved up fast to an exciting, top pay career

For 10 long years Ed Crouch worked in a drive-in theater in California. He saw a lot of movies, but he didn't see much in the pay envelope. A bright future just wasn't in the coming attractions.

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If you're at all like Ed Crouch, you start looking around for a better opportunity. And that's what Ed was doing when he mailed the coupon that changed his life.

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Ed learned that Accident Investigation is part of the *biggest business in the world today* — a $20 billion industry of wide-open opportunities.

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It took Ed Crouch just 30 minutes to skim through that free book of facts. But that half-hour changed everything. He knew he had found the opportunity of a lifetime.

EARNS UP TO $2,000 A MONTH, EXPENSES PAID

Today Ed is a professional Accident Investigator with an independent firm in California. His income ranges from $1,200 a month up to $2,000 a month! He has car and all business expenses paid. He's on top and set for life.

Ed Crouch has the kind of life and income now that he never even dreamed of when he mailed the coupon on this page. But how did he do it? How did he make such a success when he had absolutely no experience in the field?

It was simple. Ed just followed the path hundreds of others have taken to new careers in Accident Investigation.

He trained at home in his spare time. He read lessons-by-mail from Universal Schools of Dallas, Texas.

HE DIDN'T MISS A PAYCHECK

Ed learned that Universal is the oldest, largest, most successful correspondence training school in the field. He learned that Universal has trained and placed more men in Accident Investigation careers than any other organization — 80% of them men with no experience, no college.

So Ed enrolled. He studied Universal's famous 50-lesson course in his spare time at home. He kept right on with his old job while he trained. He didn't miss a single paycheck.

In brief, clear, interesting lessons, Ed learned exactly how to step in and start making money quickly in Accident Investigation. And that's what he did.

"The training I received from Universal Schools put me where I am today," Ed writes. "There are not words to thank them enough. Universal is the top school in the field."

Ed Crouch's income is unusually high and not typical of the field. But it shows what an inexperienced man can do with the help of Universal training and placement service.

Here, for example are just a few reports from other recent Universal graduates:

"My income has more than doubled."—*James T. Woodruff, Louisiana.*

"An immediate 40% increase in wages."—*Bill Ruhnke, Missouri.*

"A raise every three months for the next two years, plus new car and expense account."—*Oscar Singletary, Georgia.*

"My salary has increased by 63%."—*Marcel Roy, Canada.*

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Send for your free book of facts on this remarkable field — the same book that put Ed Crouch and so many others on the road to bigger opportunities.

Remember, more trained men are urgently needed right now, everywhere — in cities, towns and rural areas. There's opportunity wherever you live or wherever you want to live.

Simply mail the coupon below and we'll send your free book immediately. Or, write to Universal Schools, 6801 Hillcrest Ave., Dallas, Texas 75205.

When Ed Crouch mailed this coupon, he didn't dream he'd someday be making up to $2,000 a month. But he does!

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Gentlemen: Please rush free book on opportunities and earnings in the booming Accident Investigation field. No obligation. No salesman will call.

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THE MAIL CAR

where editors and readers meet

COLOR-PHOTO on our front cover shows Nickel Plate Berkshire, No. 759, operating on reverse iron, westbound at Little Falls, N.Y., pulling a High Iron Co. fantrip from New York City to Niagara Falls last October 23rd. The shot was made by Carl H. Sturner, P.O. Box 24, Earlton, N.Y. 12058. Carl produces and sells railroad picture postcards under the trade-name of Audio-Visual Designs. ●

OUR June cover was controversial. A flood of mail from railroaders and fans congratulated us on that kind of cover: Joe Mannix's colorful view of two bare-legged girls in rompers meeting a Rio Grande steam train at Silverton, Colorado. Other readers objected to it. As we go to press, the vote is: 171 for, 39 against. If space permitted, we'd print excerpts from *many* letters, both for and against the June cover, As it is, we must limit ourselves to a few.

Charles M. Mizzell, Jr.: "When my wife saw that cover she accused me of bringing home a copy of *Playboy*."

Jim Crimmins: "Two things can't be improved: an egg and the female figure. Your cover girls look good to me."

"I'm all for female legs," writes Walter Appel, No. 78 of our *Interesting Railfans*, "but not in a rail publication."

Bert Pennypacker: "Your June cover is the worst you ever had. I tore it off, threw it away, and kept the rest of the magazine. *Railroad* specializes in beautiful covers while *Trains* specializes in horrible ones. I buy rail publications for railroad material and girlie magazines for sexy material." (Editor's note: We think our worst cover was Feb. '35.)

Larry Crittenden, retired traveling auditor, D&RGW: "Railroad men today are interested only in three subjects: overtime, retirement, and sex."

Edward Mahoney: "You might sell a few more copies because of that cover, but why risk antagonizing some of the old railroad men who are regular subscribers? I'm opposed to hokum, hoopla, and Hollywood—'tourist-trap' trains with fake box headlights, phoney balloon stacks, engines and cars painted in garish colors, put-up Indian and bandit raids, and fake dance-hall girls of the so-called Old West".

Warren B. Crater, CNJ locomotive engineer: "June cover is gorgeous!"

Thomas D. Dressler: "Some of your articles on *Interesting Railfans* stress the point that the person being reviewed does not drink or smoke, thus giving readers the idea that you oppose immoral things. But your June cover presented two girls not adequately dressed. Also, I recall a full-page black-and-white photo in your Aug. '66 issue showing a young female on a steam locomotive, clad so scantily that part of her bare butt was visible! You seem to have a double standard of morality." ●

Last Columbia-bound train waits for its connection, the last *City of St. Louis* (No. 209), for Kansas City at Centralia, Illinois. April 17, 1969 marks the date of this sad event. Note that some of the younger generation of railfans are looking on.
Ray E. Brown, University of Missouri, Columbia, Mo.

HERB STERN spent $3,000 to travel alone in his private railroad car from his home in Lincoln, Neb., to the West Coast and back. "It was worth every penny to me," he said, "because I am a railroad nut."

Stern had to buy 18 regular fare tickets in order to attach his rail car to passenger trains for the 5,800-mile trip. The 60-year-old electrical engineer, who is a bachelor, could have made the trip by jet for less than $200. He could have brought along 17 friends at no additional cost, but he prefers to travel alone.

Stern's silver oak rail car was built by the Pullman Co. for the Burlington 70 years ago.

"I'm pretty sure it's the oldest private car accepted for operation on high-speed passenger trains," he told Charles Hillinger of the *Los Angeles Times*.

He keeps the car in a siding near his home at a cost of $50 a year. He says he travels alone in order to devote his undivided attention "to passing tracks, signals, and trains." ●

TIMELY QUOTATIONS. "We are going to do everything we can to get the basic 8-hour day reduced to six hours."—Charles J. Coughlin, new grand chief engineer of the Brotherhood of Locomotive Engineers.

"Congress should investigate all aspects of the nation's railroads, with emphasis on service provided the users, especially passengers. Congress may conclude that the nation's minimum needs are not now being filled, and that

Now! In just 2 minutes, find out how you can...

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the railroads in future be operated by the Government."—J. L. Shattuck, vice president, Brotherhood of Locomotive Firemen & Enginemen.

Tom Shedd, editor of *Modern Railroads,* says the roads have slashed jobs so heavily that they've now "passed the point where the meat-ax approach to personnel reduction is likely to yield significant savings." He adds: "There is evidence that some railroads have cut too deeply (or too indiscriminately) in some areas, such as train inspection, car and locomotive maintenance, and track and roadway maintenance."

"Safety has been declining on the railroads. We feel it is due to the computerization of the industry. Management has taken men out of the industry and replaced them with a non-human response of punched cards and the unfeeling control of machines. We want the human factor returned to railroading."—Charles Luna, president, United Transport Union.

"Many youngsters have never had a train ride. I'm happy I've had a chance to criss-cross the country many times by train. I became conscious of its size by looking through a train window. You don't get the same reality from 40,000 feet up in the air. I strongly recommend to all of you: ride trains. You'll love it."—Ronald Reagan, Governor of California.

An indignant query from editor Freeman Hubbard: "Why didn't the U.S. Post Office Department put out a commemorative stamp for the Promontory centennial?" ●

RUNAWAY DIESEL. Leaping from one diesel locomotive to another, the latter being a runaway, two Norfolk & Western men halted the crewless Baltimore & Ohio engine after a 15-mile chase from East Chicago, Ind., to Chicago's South Side.

The runaway had been making only 30 miles per hour because the brakes were on. It was sighted late on a Saturday night northbound past a railroad yard near the state line. Tracks leading to Chicago's Loop area were cleared to avoid a possible collision.

Bob Stehman, a yard supervisor, and Richard McRae, a conductor, boarded a N&W locomotive and trailed the empty diesel until they came abreast and jumped into the cab. It was a four-foot leap, after which they halted the maverick within two blocks. ●

IN FOREIGN LANDS. The government of the Federated Malay States has erected a marker near Telok Anson, on the West coast, which states: "There is buried here a wild elephant who, in defense of his herd, charged and derailed a train: September, 1894." It is the only such marker we know of.

British Rail has discontinued its 12-mile run between Honeybourne and Stratford-on-Avon, birthplace of William Shakespeare, because Mrs. Florence Hicks reportedly was the only passenger on the diesel-powered railcar for the last two years.

Withdrawn two years ago, passenger services between Bodenwerder and Emmerthal in West Germany have now been re-introduced.

The railway system in Eire (Ireland) has started a big publicity campaign to attract more commuters to suburban rail services in Dublin.

Last year 1,499 mainline diesel locomotives were built in Russia. The newspaper *Pravda* says the Russians have built the world's fastest locomotive, capable of speeds up to 185 miles per hour. The new turbo-powered locomotive is currently undergoing tests. Japanese trains on the Tokyo-Osaka run now are the world's fastest, with an average speed of about 100 mph.

Nepal has what many people say is the world's slowest train. It leaves Jayanagar at noon and reaches Janakpur at four in the afternoon—a distance of 20 miles. The train service is reported to be the only one in Nepal which makes a profit.

Many tourists won't visit India because it takes so long to make a reservation on Indian trains, according to the Travel Agents Association of India. Another reason is the publicity given to the increasing number of rail accidents in that country.

"Since 1958 I have been taking pictures of trains and locomotives in my native country," writes Miguel San Giovanni Ambrosio, Rua Ivinheima, 110 (Bras), Sao Paulo, Brazil. "I want to correspond with railfans anywhere." Mail from Brazil is rather rare.

A railroad station, built in Savona, Italy, six years ago for $1.6 million, is still not in use. The station has no tracks. Rail was to have been moved over to reach it from the old depot about 1,000 yards away, but government red tape has held up construction. Officials now say tracks will be built into the station by 1972.

Bob Wayner reports that the Japanese Railways now have the first convertible train of its kind. It runs in daytime as all coaches, and at night the facing seats are turned into triple-decker sleepers. ●

PROMONTORY'S golden spike driving on May 10, 1869, was followed seven weeks later by a circus train rolling over the new line. The first "big top" to make a transcontinental tour was Dan Castello's Circus & Menagerie, organized in the spring of 1868 by Castello (who later became a partner of P. T. Barnum) and two other men. The show left Frederick, Md., by rail. The following June 5th it gave the first circus performance Denver ever saw. It then toured Colorado, Wyoming, and Utah, including Brigham, near Promontory, and spent most of the summer in San Francisco. ●

THE MOST startling train order we know of was issued May 25, 1960, by C. D. Home, chief train dispatcher of the Southern Pacific's Coast Division, addressed to C&E, trains via Elkhorn, as follows. "Tidal wave expected between MP 103 and MP 107 some time between 9:01 p.m. and 11:01 p.m. on this date."

One of the engineers who received that order is George A. McCarron, 241 Charles Drive, Rte. 3, San Luis Obispo, Calif. 93401. On that date he was on the engineer's extra list and had been called at 9:12 p.m. for what appeared to be a routine return trip east out of Watsonville Jct. with hotshot freight No. 374.

Meanwhile, several thousand miles down the Pacific, southern Chile's coastline was being devastated by earthquakes, tidal waves, and avalanches. More than 5,000 inhabitants were killed or missing and some two million were homeless. Lesser disasters were occurring at about the same time in Hawaii, Japan, the Philippines, and the west coast of U.S.

In the area between mileposts 103 and 107, on Monterey Bay, the track is about as close to sea level as it is possible to get. However, the destructive energy had been dissipated by the time it reached the bay. ●

BRIEFLY SPEAKING. Wilkes-Barre will soon lose all of its freight yards, reports Tony Reznak, Jr., 120 Edison St., Wilkes-Barre, Pa., in order to supply about 254 acres of land to the city's Industrial Park project. It is planned that the D&H move its yard operations to Hudson, the CNJ to Ashley, the Penn Central to Buttonwood, and the LV to Coxton yards, all of which are near the city.

Two railfans who write daily columns for southern newspapers own retired cabooses. One of them, Bishop Herbert Spaugh of the Moravian Church in America, has a crummy secluded in the woods near Charlotte, N.C. The

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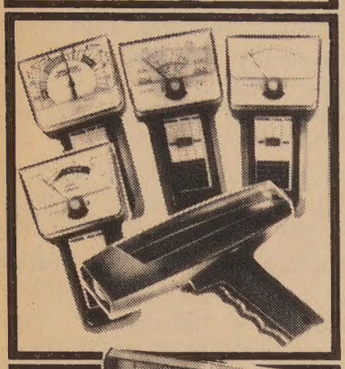

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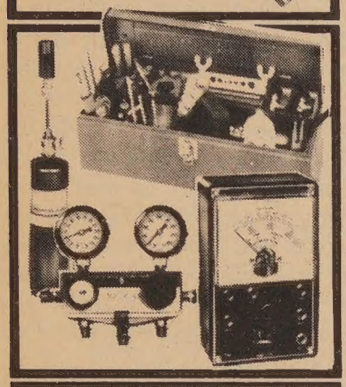

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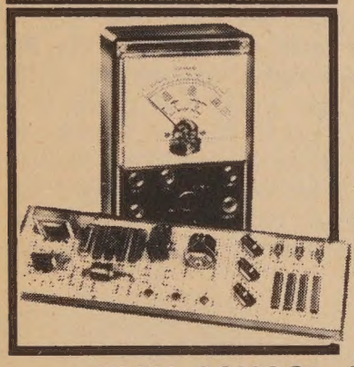

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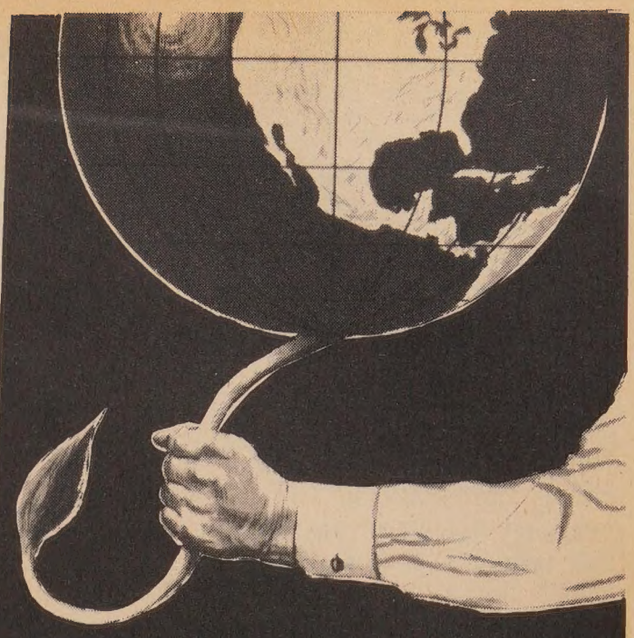

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other, Robert W. Kinney, staff writer of the *Birmingham News,* has a caboose in his back yard in suburban Birmingham, Ala.

An old railroad depot in Council Grove, Kan., now serves as a self-service laundry. Not too surprising—in flood times telegraphers often sent the message, "Washout on the line."

The Kansas City Southern is preparing to build the world's longest welded, high-level railroad bridge, across the Arkansas River at Redland, Okla., on the Sequoyah-LeFlore county line. It will be more than 2,300 feet long.

Labor, the official publication of 14 rail unions, is now published twice a month instead of weekly. Mergers of rail unions and sharply rising costs made the change necessary. *Labor's* editor, Ruben Levin, was No. 53 in our series of *Interesting Railfans.* ●

HARVEY HOUSE girls used to be queens along the Santa Fe Railway in the days of steam power. Visions in crisp black-and-white waitress uniforms served millions of hungry train-riders. Legends grew up around them. Will Rogers said he figured Fred Harvey and his girls "kept the West in food and wives." One legend has it that 20,000 of the comely waitresses wound up as brides to ranchers, cowboys, and railroadmen.

But things change. As rail passenger business declined, Harvey's girls and the Fred Harvey restaurant system had to move to where the passengers went—to the airports, shopping centers, etc.

The Harvey chain closed its operations in the once-great Kansas City Union Station last December 31st because of declining passenger traffic.

• The name Fred Harvey has been identified with food and railroading for 92 years. After opening his first railway restaurant—on the second floor of the Santa Fe depot in Topeka in 1876 Fred started other Harvey Houses in the 1880's and 1890's at about 100-mile intervals along the Santa Fe route.

Trains stopped for meals in those days before widespread use of the dining car. Service was provided by girls, whose attractive appearance and good manners earned them a spot in railroad history.

The breakfast that patrons got for 50 cents before the turn of the century included cereal or fruit, eggs on top of thick, juicy steaks, with hash brown potatoes on the side and a stack of six large hotcakes swimming in butter and maple syrup, topped off with apple pie and coffee. Yes, all for 50 cents!

Dinner menus for 75 cents were bountiful and always with a fancy gourmet dish or wild game, served with a smile by Harvey girls. ●

Coalburning Days on the MoPac

by William T. Church

Conductor, Missouri Pacific Lines

AS WE leaned into the curve just south of Hogan on the Mo Pac's Missouri Division, I braved a hail of red-hot cinders belching from the stacks of our huge 4-8-4 road engine, and our helper—a heavy USRA 2-8-2 which had been with us from Piedmont—to give the train a good looking-over. I was then a brakeman riding in the trainman's shelter on the tender.

This was our last chance to set out a bad-order car before we got to Arcadia, the other side of the mountain. I knew the skipper would raise hell if we had to stop and worry with a hot journal that should have been caught before reaching Hogan. The steady stream of water that ran from the bunkers on the reefers had been playing tricks with me all day. Water splashing the ties gave the appearance of smoke, making me think at times that one of the 200-odd journals trailing along behind us was starting to warm up.

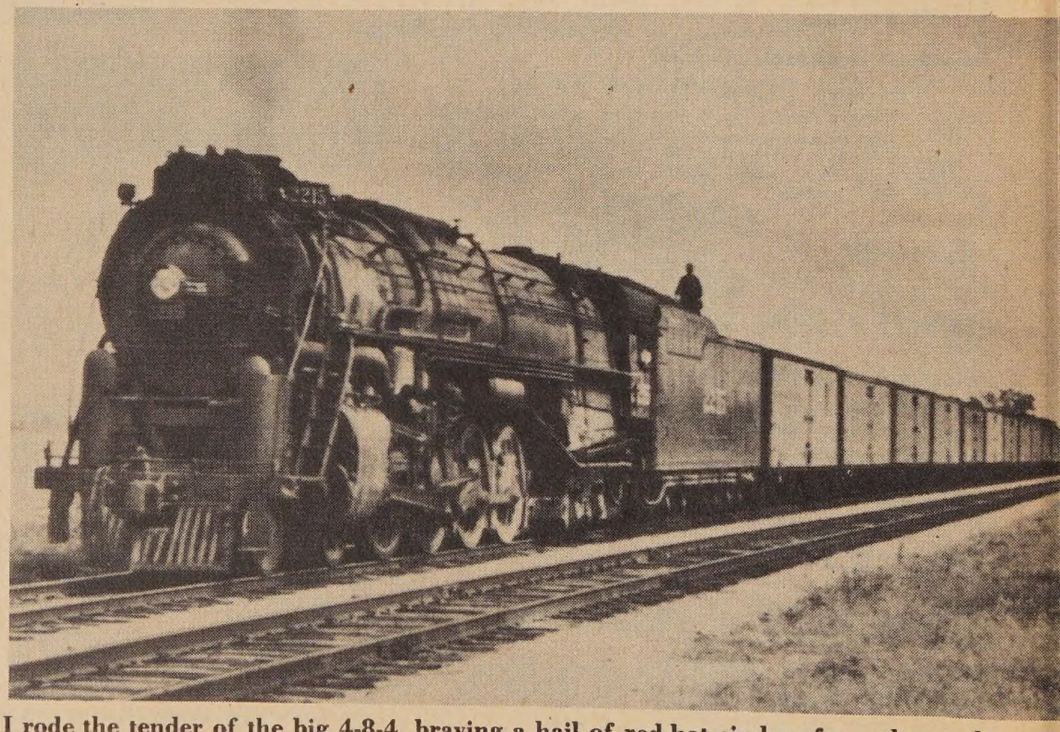
By holding on with one paw to the hand-rail that decorated the top of my small steel cabin and using the other hand to keep my Kromer cap in place, I gave the train a once-over. As the caboose glided into the curve, I could see "Old Man" Archie Lane, the skipper, leaning out the cupola window. Drawing my copy of the *St. Louis Globe* from my hip pocket and stretching out over the side of the tender, I gave him a highball.

Retreating to my seat inside the "doghouse," I listened to the music of the two big steamers as they dug in, shaking the Ozark Mountains with their drivers burnishing the 112-pound steel. I was thrilled when the engineer on the big Mike helper cut loose on his wildcat whistle with his version of "Lost John" for a lonesome road crossing—not especially for the safety of the tie-hacker who might have been using it but more for his own enjoyment.

Those joyous sounds echoed off Tom Sauk's 1722-foot peak and bounced back from the bluffs that lined the creek parallelling the track, then trailed off into the rocky, tree-covered hills.

I had become a "tiff-digger." That nickname was given to Missouri Division men because of the tiff, or barite, then being mined along the division; and I got it on the chilly March morning in 1941 when I hired out to the Missouri Pacific as a brakeman at age 21. For four years prior to that I had been booming around the Midwest and Southwest with the cotton rush on the Frisco, the fruit blocks on the Cotton Belt, wheat movement in Kansas and Oklahoma, and beets and cattle in Colorado and Nebraska.

Every night the railroad-loving hill people of those days enjoyed the fleet of steam-powered, high-speed freight and passenger trains that glided down from St. Louis to the Rio Grande and the Gulf. After the sun's last stabbing rays had faded beyond the purple hills, leaving brief red and yellow streaks against the summer sky, the little help-



I rode the tender of the big 4-8-4, braving a hail of red-hot cinders from the stack.
C. T. Wood, Rail Photo Service

er town of Bismarck took on a new form of night life.

Here was kept a stable of mighty coalburning Pacifics, Consolidations, and Mikes to run the local way-freights and helpers over the rugged grades that lay between Bismarck and Piedmont. Pretty lassies from the Lead Belt towns of Farmington, Bonne Terre, and Elvina, some "on the make," others out with their boy friends, would hang around the old depot to watch the night show that only Mo Pac trains could put on.

After a long hard day on local freight, running the ridges, climbing the mountains, and snaking out loads of tiff, ties, iron ore, and stone, the older men on the local crews would take ringside seats on the front porch of Mrs. Walker's boarding-house. Here they would tell tales of link-and-pin days, wrecks and runaways, and tales of long-gone oldtimers, while we young bucks would amble down to the depot platform to be with the excitement of the coming hour.

Keeping our eyes on the local girls, we would strut up and down the platform with an air of importance, giving out railroad facts to the less-informed citizens. This never failed—or so we thought—to impress the fair sex.

From the roundhouse south of the station came the sound of the iron horse; being groomed and made ready for their nightly gallop over the steel trail. The hostler had his big moments while turning them on the wye. He never failed to show off with his version of how a throttle artist would sound the road-crossing signal.

Remember those sounds? Black diamonds tumbling down the iron apron of the coal chute to the half-filled coal tender, piling coal to a small peak above the side boards! The steel lid of the manhole being slammed shut as the hostler's helper swings the crane back into place, leaving a stream of water running through the overflow holes onto the cinder ballast! And the flickering light of an oil torch as a runner gives his steed an allotment of lube oil.

From the south, down Iron Mountain way, comes the music of a double-shotted freight making a run for Bismarck. The helper hogger gives off with two wailing blasts and one short. telling the skipper on the rear, "This is as far as we go on the main for the fast expresses."

As the two steamers fight themselves to a standstill, the head shack, with switch keys in hand, poised on the pilot of the lead engine, ready to dash to the switch to let the helper engine enter the lead to the roundhouse, while he himself lines the mainline switch for the pass. With the action of well-trained circus performers, the crew separates the helper from the road engine and once again the train enters a siding to clear for the "varnished" runs.

The big 4-8-4, a sleek, 2100-class, freight-hauling and mountain-climbing hog, has her hour of glory. The hogger edges away from the coal chute and spots her tender at the water crane beyond the road crossing at the north end of the depot. There the ashcat swings the water crane over the manhole and waters his iron horse, while the runner, with a long oilcan in hand and a flickering torch, applies the usual water-stop allotment of lube oil.

From the caboose barges the skipper, his lantern bobbing with each step, inspecting his line of cars. He passes the yellow reefers of Arizona melons, luscious Arkansas strawberries and peaches, and California grapes. The slatted cars of Texas cattle bound for the St. Louis slaughter-houses becomes alive with the bawling of unhappy farm and ranch animals.

As the signal north of the depot turns from green to yellow and then to red, the air is pregnant with excitement. The first section of a varnished run is out of XD-Irondale and charging up the hill into town.

The helper conductor has left the train-order office with a fist full of flimsies and is ready to move onto the main stem, just south of the coal chute, when the big steamer on the varnish is spotted at the chute for coal and water.

With a long wail, the train announces its arrival. Its headlight sweeps around the curve just north of the freight house. The engine blows for the road crossing, throws cinders, and belches black smoke from her stack. blotting out the sky for a moment. Rushing down the brick platform, the hogger works his steed with a jarring, measured beat: you hear the sound of machine working against friction of red-hot brake shoes on Pullman cars pulled tightly against smoking wheels as he makes a power slowdown and spots his engine under the coal chute.

With the air of importance, the blue-coated and gold-trimmed skipper alights from his train and parades past the onlookers, heading for the train-order office.

Up and down the cars, white-coated or blue-uniformed Pullman porters and conductors stand at attention outside their cars, ready to receive passengers. At the rear, where two green markers shine to the front, stands the flagman, a lonely trooper at his post, with his red and white lights. He is ready on short notice to dash back in the direction he had just traveled, to flag a second section if the need arose.

And that, my friends, is how I recall the once-great railroad passenger service on the Missouri Pacific in the halcyon days when coalburners were king. ●

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Photographs of the Month

Once again the sounds of steam at seventy echo off historic Bannerman's Island, near Cold Spring, N.Y.; where Niagaras once trod, the hills are now shaken by the thunder of ex-Nickel Plate No. 759, with the *Golden Spike Centennial Limited.*
Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028

Author of Missouri Pacific steam story (page 10), and a boomer on several roads, William T. Church peeks out of an oldtime side-door caboose with railfanette Mary Toler in 1941. He lives at 1011 W. 52nd St., North Little Rock, Ark.

Free radios from a railroad? As an incentive for its employees to work more safely and have less than four injuries per million man-hours, the Union Railroad of Pittsburgh, Pa., has given all its workers transistor radios. Miss Kathy Kucic, a secretary, shows her gift.

The re-enactment of the last spike ceremonies at Promontory, Utah, took place May 10th. Thousands gathered in the arid land to witness the spectacle, this time being captured on film by hundreds of cameras. The Union Pacific track had roughly-cut ties, while the Central Pacific used the traditional sawed lumber, as photos of the re-creation show.

ONCE EVERY HUNDRED YEARS

Photographs by Roger Arcara

Thomas Goodfellow, Chairman of Associaton of American Railroads and of Golden Spike Centennial Commission, introduces Southern Pacific's President Biaggini.

Secretary of Transportation Volpe cautiously taps gold spike into laurel-wood.

"From the Virginia Peninsula to the state of Utah," proudly acclaimed on its tank, came this U.S. Army Consolidation.

Representing 100 years of motive power development are Union Pacific 4-4-0 No. 119 (ex-Virginia & Truckee), 4-8-4 No. 844, and the new Centennial series diesel. Now which would be your choice for the popularity contest?

Congratulations to a proper historical restoration! Ex-Great Western 2-8-0 No. 75 looks just as she did hauling sugar-beets.

After the ceremony, there is a big clean-up job to do and a lot of packing away with news department equipment.

Union Pacific's No. 119 (ex-Virginia & Truckee No. 18, *Dayton*), on display with Central Pacific's *Jupiter*, (ex-V&T 22, *Inyo*).

The restaging of the "Wedding of the Rails." Hey, where are all those whiskey bottles, so prominent in the original celebration?

MUSKINGUM ELECTRIC

by B. Thomas Walsh

All photographs by the author

AT PRECISELY 11:30 a.m. February 10th, the very modern Muskingum Electric Railroad in southeastern Ohio took delivery of a steam locomotive. This line, in full operation only since November, 1968, is billed as the world's first automated total-electric railway. Why, then, did it acquire a 40-year-old steamer?

The answer is that Ohio Power Co., which owns the ME, is creating an outdoor museum that includes motive power used by the company or its subsidiaries in bygone days. A survey of the various plants revealed that the Windsor generating station of Beech Bottom Electric Co., a Muskingum subsidiary, still retained engine No. 3, a light 0-6-0 steam switcher, out of service for 12 years. Built by Baldwin to custom specifications in 1920, this modified D-6 weighs 153,000 pounds.

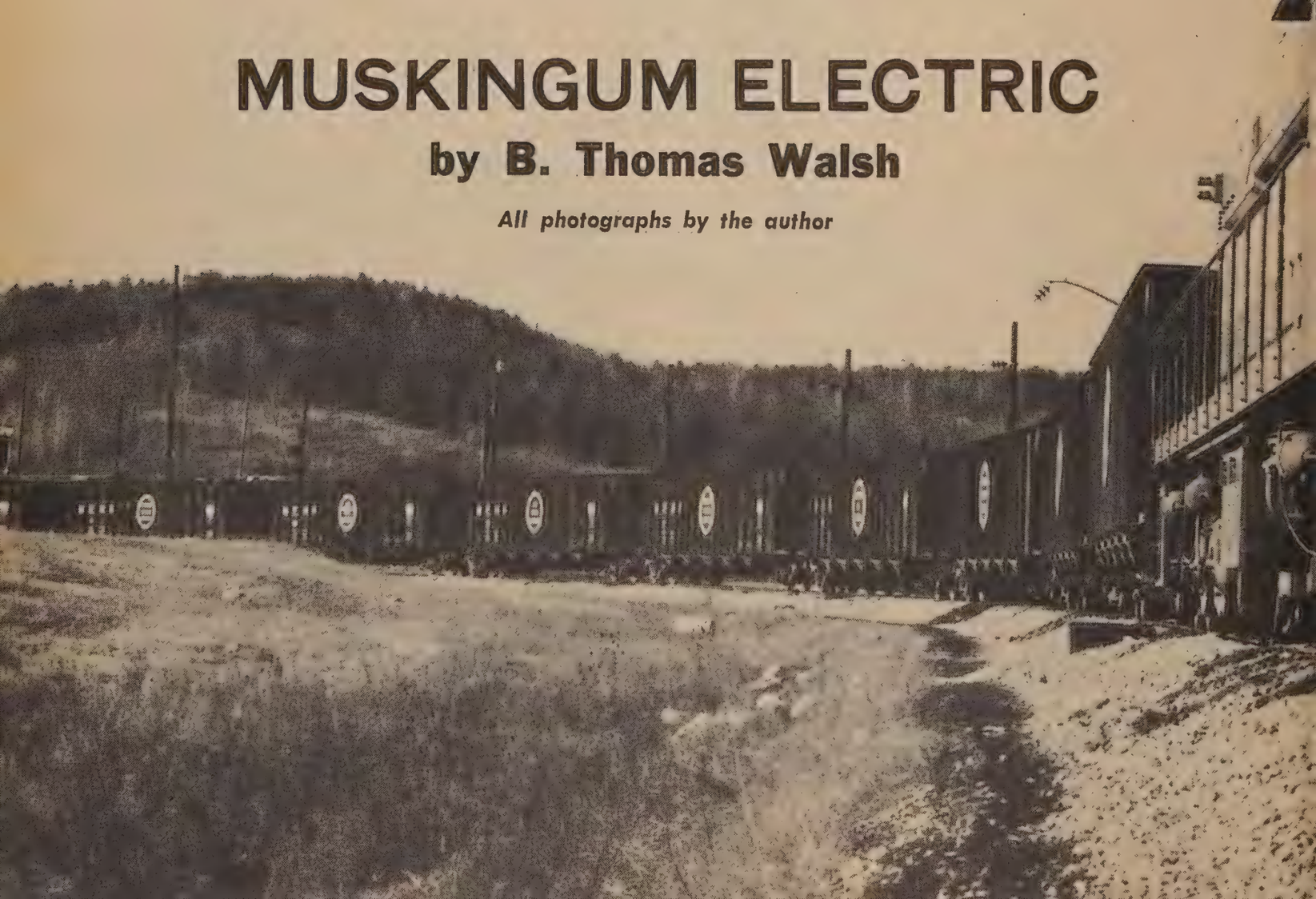
She was to have been moved last summer to the display area at Cumberland, Ohio, some 85 miles southwest of the Windsor station at Power, W. Va. The Penn Central, which would handle the movement for 13 miles to the Baltimore & Ohio interchange at Benwood, W. Va., insisted that certain repairs be made on the engine before the rail journey. But a lengthy strike at the plant prevented the replacement of wheel bearings until December, and clearance from railroad officials took another month. Furthermore, No. 3 is coupled to her tender by heavy chain-type linkage instead of coupling knuckles, and thus lacks any give or allowance for motion, which also caused some concern.

At length, on January 23rd, she was moved outdoors to the PC siding by No. 5, an 0-4-0 fireless cooker built by Porter. Six days later a way-freight picked up No. 3 and deposited her on a siding at Short Creek, two miles south. Next day, she traveled through Wheeling to the B&O yards at Benwood. There she stayed until February 5th, when a local freight took her to Cambridge, Ohio, some 53 miles west, at a maximum speed of 20 mph.

The waybill attached to her cab specified a routing via Lore City, 8 miles east of Cambridge, and thence over the Eastern Ohio branch 17 miles to Cumberland. But the Benwood dispatcher had forgotten that this little-used branch was ripped up midway, due to highway construction. Shipments to Cumberland or over the recently-built extension to Muskingum Electric Railroad are now routed due south from Cambridge via the Penn Central to Pleasant City and thence over B&O trackage. The B&O yard switcher at Cambridge takes a break from its regular duties to run down there and back.

Nineteen days after her journey started, No. 3 reached her final destination at the interchange track with the Muskingum Electric line. She was parked near a fireless cooker (Porter No. 7797), brought last October from the company's power plant at Philo, Ohio, and also scheduled for display. Ohio Power and a subsidiary, the Central Ohio Coal Co., have set up some nice facilities for tourists. An information office just south of Cumberland features a newly-built railroad depot named Prentice while two converted Pullmans, the *Dover Fort* and *Oak Lane*, serve as visitors' headquarters.

There you can see the Muskingum Electric, which is North America's most modern railroad, and *Big Muskie*, the world's largest dragline. An observation platform lets visitors view *Big Muskie* in action. The dragline is of Paul Bunyan proportions: ten stories high, with a 220-cubic-yard bucket—



Crewless engine No. 200 takes cars slowly for loading. American Electric Power is parent holding company.

enough to reel in 325 tons of earth rock in one scoop! Although the giant machine weighs 27 million pounds, it can "walk."

Big Muskie is supported by four gargantuan "shoes," each 130 feet long by 20 feet wide, but before it can walk it must be raised off the ground by four great hydraulic cylinders. When thus suspended, it is pushed forward by other hydraulic cylinders, then lowered again to the ground on its base. The dragline moves forward 14 feet with each step, after which the process is repeated.

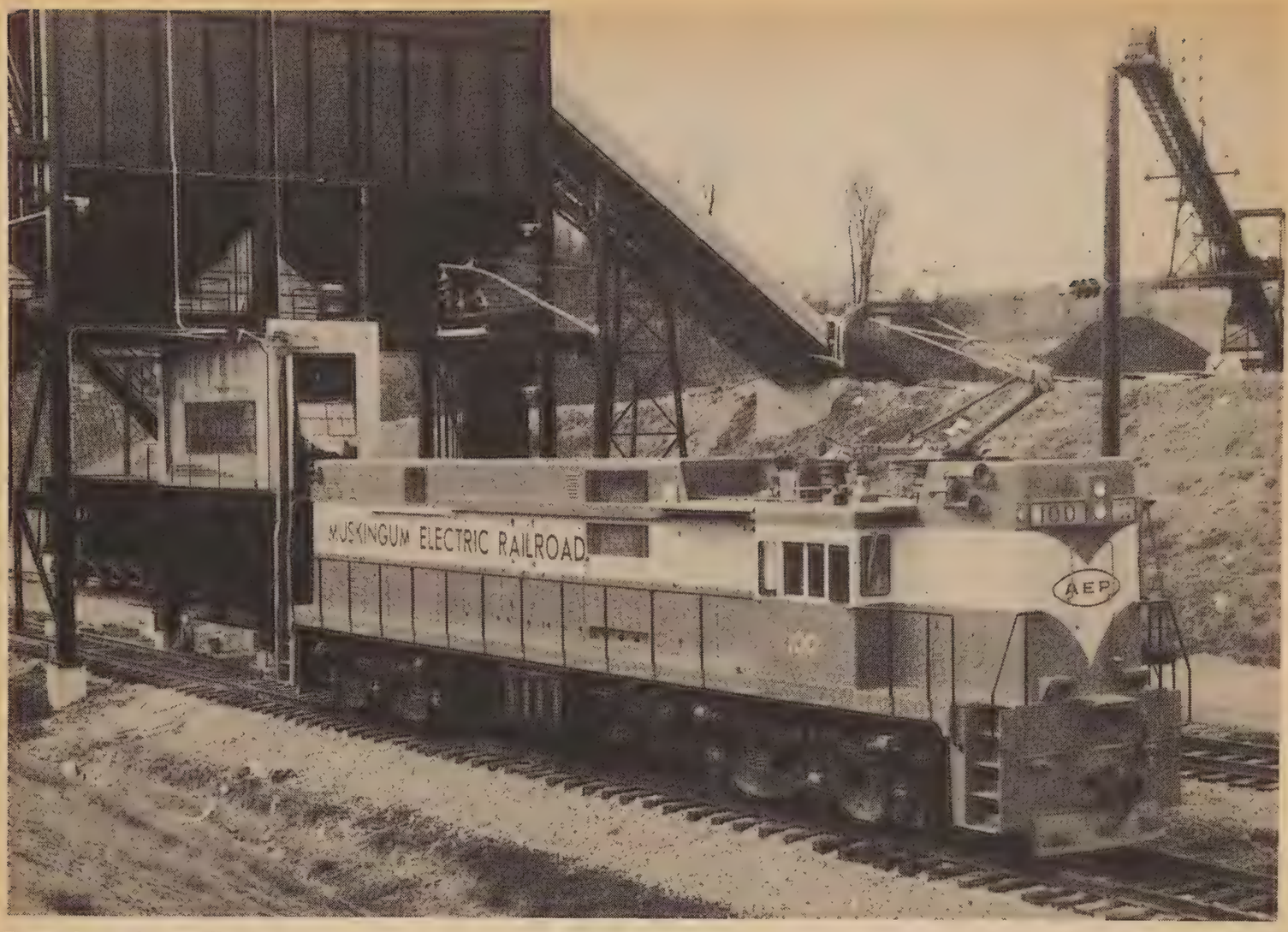
Coal dug up by *Big Muskie* is transported by huge off-the-highway trucks, which dump their loads at the Muskingum Mine loading area. Here sets of 15 railroad hopper cars, each 100 tons capacity, are loaded while moving under regulated speed. This operation takes about 30 minutes.

After that, an electric locomotive pulls the train 15 miles south through rolling hills to the Muskingum power plant unloading area. Two trains operate, each powered by a 5,000-horsepower General Electric locomotive. These engines, No. 100 and 200, have a theoretical maximum speed of 70 mph, but when running under full load their top speed never exceeds 55.

Unloading is done with cars in motion and takes less than five minutes. From this terminal point, a 4½-mile conveyor belt moves the coal to the Muskingum River power plant (1½ million kilowatts). The unloading terminal has no rail loop, so trains are run backward on return trips to the mine area.

Both loading and unloading are done without rail crews, but the 15-mile main haul has yet to be automated. After contractors have finished installing speed-distance regulators directed by wayside signals, totally crewless operation will be possible. Electric power, at 25,000 volts, is supplied by overhead trolley wire. Currently, the schedule is for two trains to run Monday through Friday, each making six round trips daily between the loading and unloading terminals, with a total of 18,000 tons of coal handled daily.

Muskingum Electric also uses a small GE diesel to interchange freight received from the B&O connections at Cumberland and for on-line wire service. During construction, two flange-wheel-equipped tower trucks for installing the overhead wires and an old contractor-owned Alco burnished the

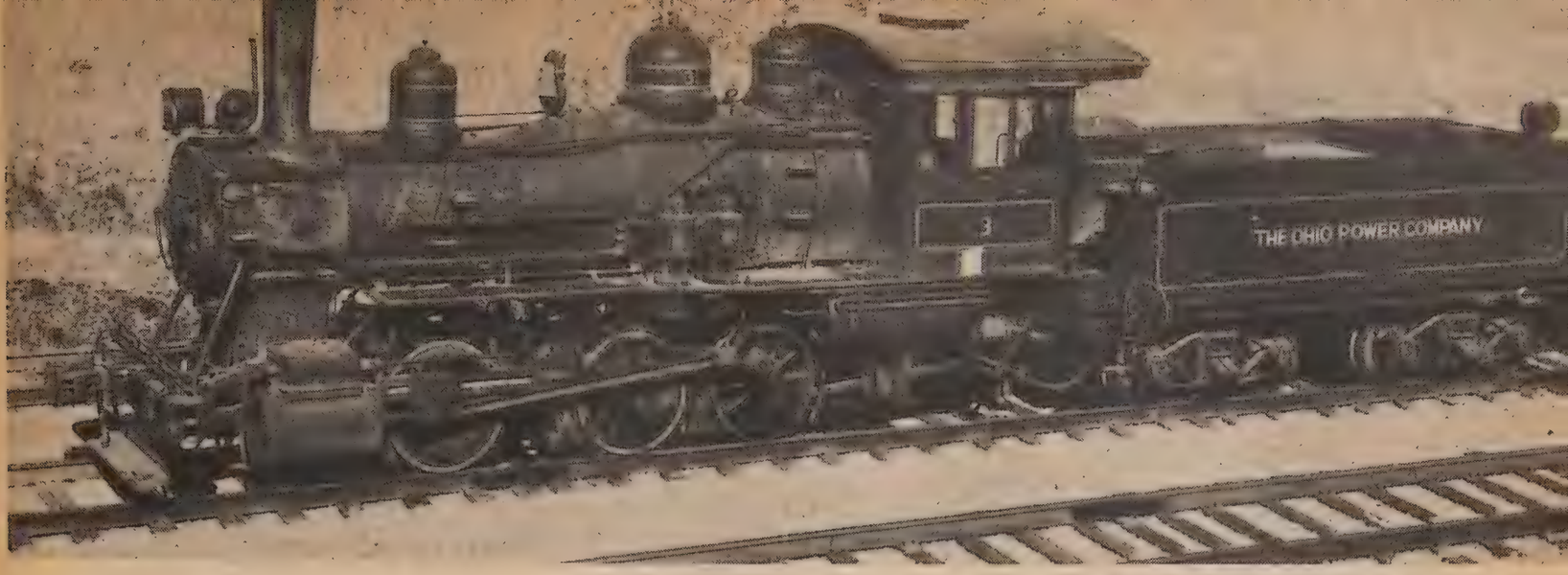


Everywhere the smell of fresh paint and newly laid ballast as our nation's newest electric freight railroad operates with cab units built by General Electric. At the Muskingum Mine loading area, engine No. 100 shifts cars under the modern tipple.

rails. Presently, however, you can see four different types of motive power—electric, diesel, steam, and fireless steam—on display at one location, a situation found nowhere else in the United States!

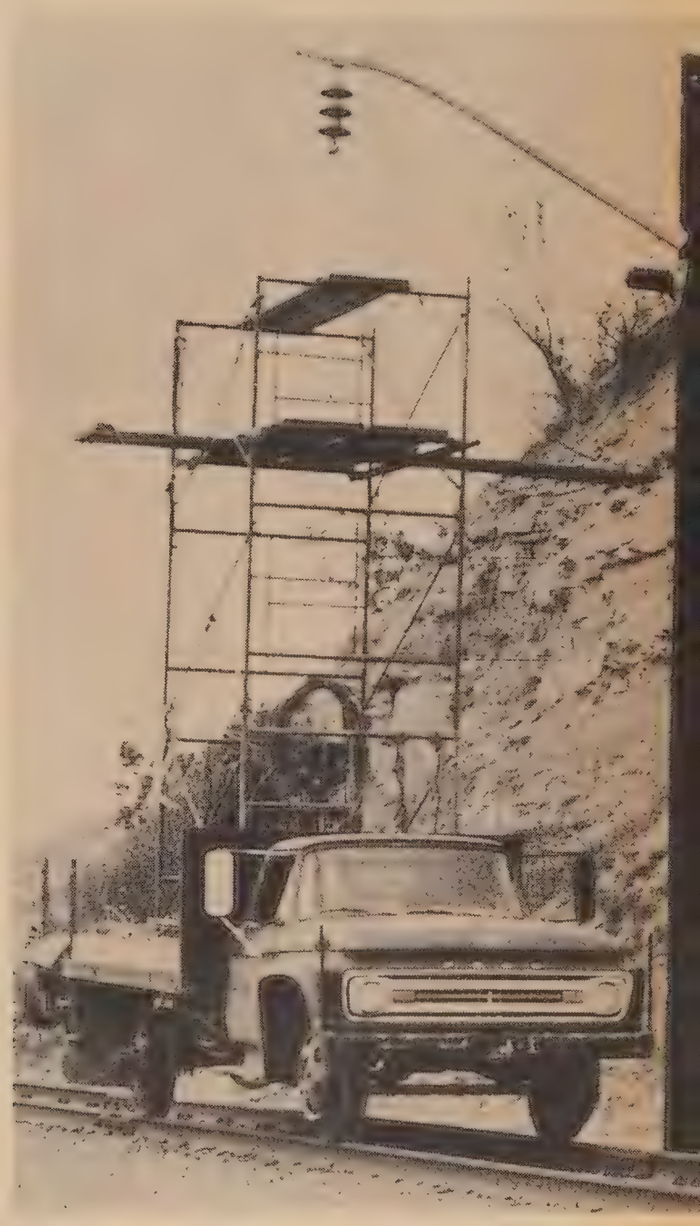
The railroad, with many cuts and embankments runs through picturesque countryside. Part of the line can be reached by company-maintained highways, which are closed to general traffic on week-days but open to the public over week-ends. It is easy for railfans, with or without cameras, to observe operations even on week-days, for the railroad parallels state route 76 for several miles. In addition, Ohio Power offers a beautiful 25,000-acre area for picnics, camping, and fishing. Since 1945, it has planted more than 23 million tree seedlings in the area. Overall, it is hard to conceive of a better place for a railroad buff to visit on his next vacation. ●

Steamer No. 3 patiently waits her final disposition, after the local Baltimore & Ohio freight drops her off at the Muskingum interchange.



With its waybill flickering on the cabside, 0-6-0 No. 3 pauses at the Muskingum Electric-Baltimore & Ohio interchange at Cumberland. This interesting old steam locomotive is to go on display, along with fireless cooker that is on the ME roster.

Big Muskie, the world's largest dragline, at Cumberland, Ohio.



Wire service truck sways from side to side heading home after repairing the miles of wire and the insulation.

Interesting Railfans No. 80
DOUG CUMMINGS

by Freeman Hubbard

Doug Cummings about 9 years ago in the cab of a steam locomotive of the Commox Logging & Railway Company.

ONE of Canada West's most active railfans is Douglas E. Cummings, young bachelor president of the British Columbia Chapter, National Railway Historical Society, which he helped to organize two years ago. Doug is a camera bug. He likes nothing better than chasing steam and electrics—or diesels when no steam is available. He is one of the very few railroad buffs we know of who has ever chased picture subjects by airplane!

Jim Gertz, a locomotive fireman for Rayonier, Inc., in Washington State, finds Doug a good companion on picture-taking treks. Jim recalls the first automobile trip they made together to the Canadian Forest Products steam operation on the lightly-populated Vancouver Island.

"We had no idea what we would need except cameras, film, extra gas, and spare tires," says Jim. "The only nourishment we took along was five bars of English toffee that I had bought in Victoria. Our schedule called for reaching Fort McNeill before midnight, where we had reserved overnight accommodations—but we didn't get there.

"At two a.m., tired and hungry, we stopped at a remote fly speck on the map known as Beaver Cove. There we slept fitfully for about four hours in the car. Awaking at sunrise, we washed up, ate some toffee, and then resumed our long search for the railroading we had set out to see. For two whole days we drove around the wilderness without finding anyplace that looked like a restaurant, and with nothing to eat but a little candy. At length we saw the CFP operation and shot pictures. Without a wisecracking guy like Doug Cummings to keep up my morale, the trip would have been a flop for me."

Doug learned his lesson. Before the two fellows traveled again to that area, he checked with CFP for the necessary facts on eating places, where to stay, and how best to catch the engines.

"Another memorable trip with Doug took us to northern California," Jim says. "There were four of us. Storing our junk in Jack Holst's Corsair convertible, we headed for Klamath to meet some fans and, if possible, operate a privately-owned 2-8-2T. We did both. With Doug and Jack arguing in lively fashion over rosters, the tour was far from dull. Doug's wit is dry, but he puts a point across nicely."

Initially, Doug stuck to the traditional wedge-shaped train pictures, not having a shutter fast enough for action; but now, with an Asahi Pentax 35mm camera and filters and lenses, he concentrates on action and scenics. His technique is more professional than that of most fans.

"I select my location with a backdrop, suitable foreground, etc.," he explains, "to get good composition. Often I pick the view first and then wait for the train. I prefer a rural, uncluttered vista that mixes natural beauty with railroading."

Doug was born December 9, 1942, in Vancouver, B.C. The only railroader in his family tree is an uncle working as a Canadian Pacific engineer out of Revelstoke. Doug used to live half a block from the British Columbia Electric Railway's interurban line to Marpole. The BCER, as Steve Maguire would tell you, was both a streetcar line and an interurban with passenger and freight service. It also had power, gas, and other operations. Doug could view its rail activity from his front porch and often walked to the corner to see red- and cream-colored passenger cars go by.

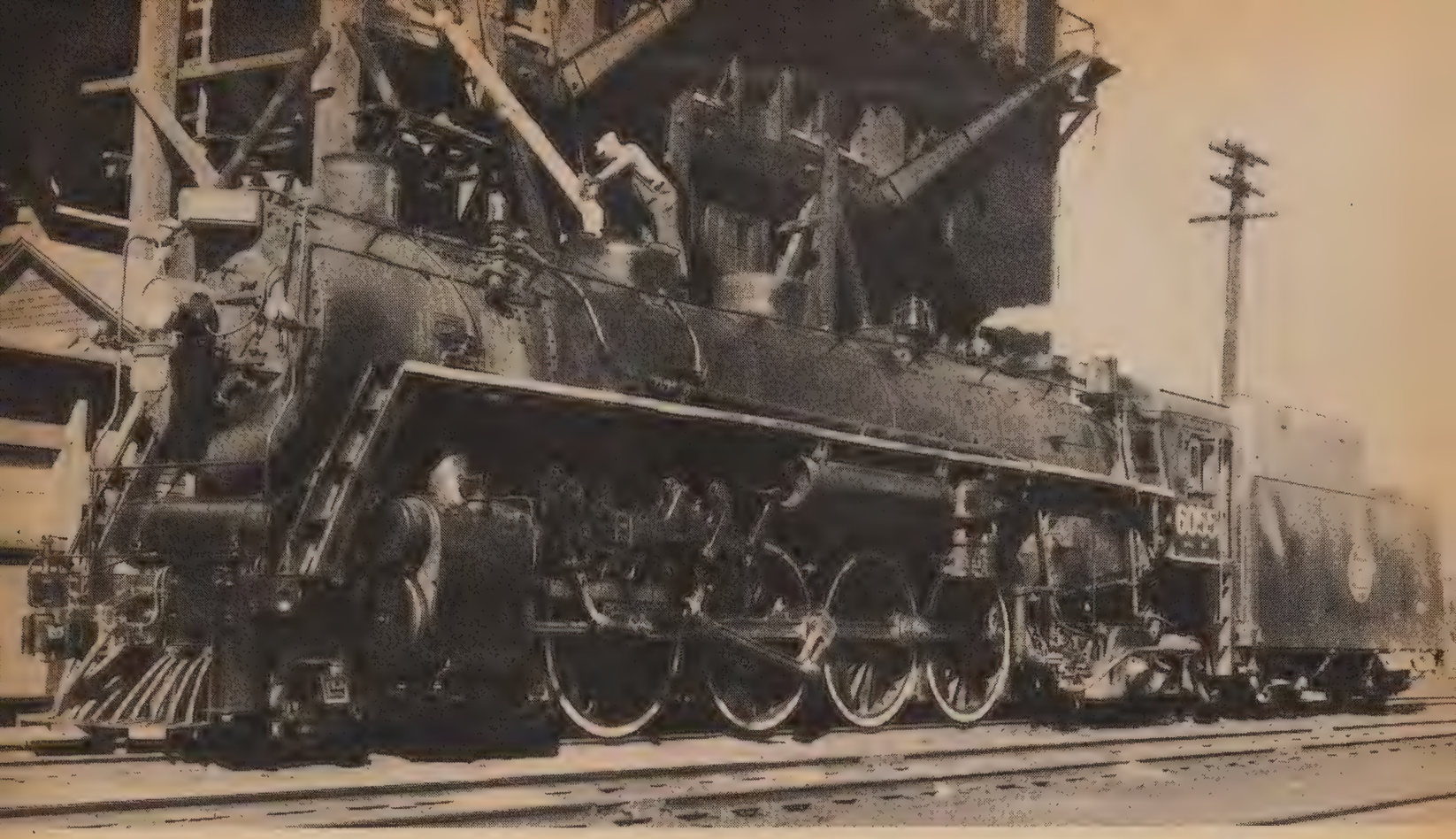
"Freight runs were less frequent," he reminisces, "but in grade school I often watched for the morning freight from Kitsilamo. It usually dropped its tail-end helper in front of our school, at the crest of the grade. Because the father of one of my classmates was a BCER brakeman, my friend and I got many opportunities to ride cars to the barn or spend an afternoon gallivanting around on the freight motor."

A favorite way for Doug and his friend to spend a week-end was hiking to Marpole to see the operations there. Marpole was then a busy spot, with electric cars coming and going every few minutes and crews switching.

"Noting the names of various roads on the freight cars," Doug says, "we began photographing those cars to

Photograph by Doug Cummings

Jan. 19, 1963: Pacific Great Eastern train No. 1 at Lillooet, British Columbia. Note octagonal wooden covered water tower that used to be very common in Canada.



Aug. 26, 1959: Doug's camera catches a mighty Canadian National engine, No. 6055, taking on sand in Winnipeg yards.
Photograph by Jim Cummings

show as many names as possible. My railfan career really dates from the time we started to visit other rail spots to get more names."

Alan Bardahl, a camera artist, introduced Doug to the fine points of locomotive photography. By 1956 our hero was taking color slides as well, and in recent years he has been shooting mostly color. His name often appears in our *Switch List* for trading negatives and slides. Today his collection numbers about 7,000 b&w negatives and 10,000 color slides. *Railroad Magazine*, *Trains*, various books, etc., have used some of his best shots.

Like most of us, he dabbled in model railroading as a boy but outgrew it in favor of the real thing. His early BCER interest persists to this day. He is now doing a book on the history of BCER and its predecessor lines. Anyone who can supply anecdotes, data, or very old but good photos for this book should contact Doug Cummings at his home, 529 W. 63rd Ave., Vancouver 14, B.C., Canada. He needs pictures of steam operation, the Stave Falls line, the Saanich interurban, old car shops, powerhouses, unusual occurrences, and special events.

Doug's next book project will deal with the Pacific Great Eastern, for which he is also collecting material.

Says Douglas S. Richter of San Bruno, Calif.: "Cummings is generally quiet, self-contained, and thoughtful. But he is emphatic in backing up his own opinions and debating with people who disagree with him. An avid researcher in rail topics, especially rosters and builders' records, he is extremely insistent on accuracy."

Elwood White of Victoria, B.C., who has supplied us with cover pictures, says Doug Cummings attends nearly all of the rail functions in his area and is an authority on motive power there. Doug is a joiner. Besides the NRHS, he belongs to the Railway & Locomotive Historical Society, the Central Electric Railfans Asso., the Upper Canada Railway Society, the British Columbia Railroad Historical Asso., and the Canadian Historical Association.

Of medium height and weight, Doug has a trim figure and gray-green eyes. He is neat and well dressed. Like most railfans, he is a non-smoker. He is fond of hiking but not hunting. "To kill just for the sake of killing is senseless," he says. He is not involved in any movement or crusade, is a freethinker, is open-minded, and is very outspoken.

"From the business viewpoint," he states, "I often wonder about advertisers who spend plenty telling you what great companies they are and how friendly they are—when, in fact, they are not."

Aside from negatives and slides, Doug's collection of railroadiana includes a large library of railroad books and magazines, shelves of rosters and other reference material, and a little hardware such as locomotive builders'

Canadian Collieries engine 14 and her crew, engineer Bill Wood, fireman Jim Brown, and brakeman Fred Peters, a few weeks before the railway was abandoned.

Milwaukee E33 in "hole" at Auburn, Wash., for Extra 140 east.

Remember cars of this type in Veracruz, Mexico? (Feb., 1963)

All photos on this page by Doug Cummings

plates, whistles, number plates, trolley items, etc. He helped to make a 2-8-2 locomotive available to a group of rail buffs both as a museum piece and for hauling fantrips. Unhappily, the museum she was slated for has been stagnating for the past five years. The engine was used on several trips but is now stored and needs boiler repairs.

According to Larry Russell, roster editor of a mimeographed fan journal, *Extra 2200 South*: "Doug Cummings is a difficult person to get to know. He picks his friends very carefully but tends to be stand-offish with most people."

In 1958 our hero began editing and publishing a mimeographed newsletter, *The Steam Chest*, official publication of the West Coast Railway Asso. But he quit in 1964 because it was taking too much of his time and energy. *The Steam Chest* was merged into *Extra 2200 South*, which is still being issued. Now he finds that being president of the local NRHS chapter also is too demanding for a busy man. He aims to step down next year.

Beginning in 1961, several local fans operated more than 25 public railway excursions through the WCRA. Several of these sprang from Doug's ideas. Alas! Rising costs today make such WCRA trips next to impossible.

"I have never held a railway job," Doug tells us, "but I picked up firing in the mid-1950's and later put in a short stint of spare-board firing a Shay on a local wharf. I have also volunteer-fired some club-owned steam locos."

Often he has ridden in steam, diesel, and electric cabs, sometimes paying his way by firing, helping to fuel or water up, or greasing and oiling. On one occasion, an engineer turned a 4-8-4 over to Doug, who ran her proudly for nearly 50 miles, finally turning her back to the hogger as they neared the terminal area and CTC territory. This was one of his biggest thrills.

Doug's interest in transportation covers aviation also. His first full-time job was with an airline, in the timekeeping and payroll department. Eventually he handled flight-crew scheduling and dispatching. During that time he also took up flying, and seriously considered becoming a commercial pilot. Altogether, he has had about 300 hours of single- and twin-engined flying time.

Later, he went into business with four other men, first leasing aircraft as a flying-club affair, then being general manager of a chartered flying firm. The firm broke up, Doug tells us, because of the greed of three partners and afterward a fatal accident to one of the planes.

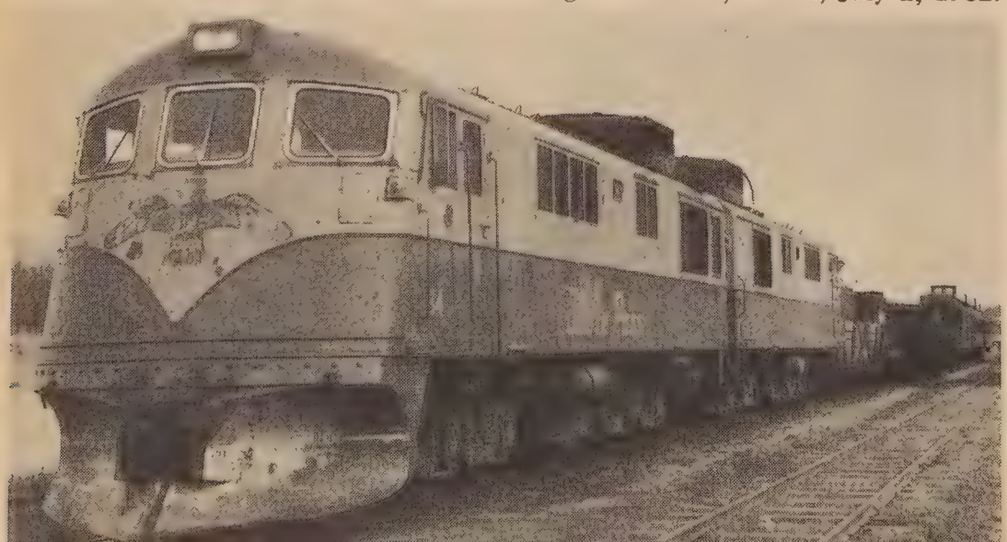
"I have flown a small private plane for photography and train-chasing purposes," he says, "as well as to locate old railway grades and for spotting good photographic locations. Some grades were unrecognizable from the ground. By two hours of flying I could accomplish more than I could in a month of slogging over the earth. Of course, it takes practice to be able to spot a train some distance off and then attain the right altitude and speed for taking a good picture. You also need a competent co-pilot-photographer.

"One day, while making a descent for a landing into Laramie, Wyoming, Roger Burrows and I spotted a pair of Union Pacific DD35A's on an eastbound freight. As they were brand new, we had not seen them before, so we dropped down for a closer look. Then we proceeded to catch a pair of new U50's before landing."

Doug is now employed by the British Columbia Hydro and Power Authority, successor to BCER, in the freight traffic department. His four main interests are railroading, girls, aviation, and general history, in that order. We asked him why, at age 26, he is still a bachelor.

"Well," he replied, "I like girls, especially those who don't overdo their makeup, who think for themselves, and have a fair sense of humor. But I am not yet ready to settle down. I need more free time for railfan travel. If I do find a wife eventually, she will be a girl who can at least tolerate railways."

White Pass & Yukon units 94 and 93 entering Whitehorse, Yukon, July 2, 1962.



Zephyrette: Nancy Gephart, age 21, at foot of stairs to Vista-Dome in lounge-observation car of the *California Zephyr*, ready to welcome passengers at Oakland, Calif. Western Pacific Railroad photo

PASSENGER TRAIN SURVEY

HERE is a new twist. The National Association of Railroad Passengers, a non-profit group, supported the Norfolk & Western's request to the ICC for permission to drop the *Powhatan Arrow*, one of its two sets of trains between Cincinnati and Norfolk.

With ICC approval, N&W has since discontinued the *Arrow* and upgraded the *Pocahontas* with dome cars and a diner on the runs through Virginia, besides putting on an advertising campaign to attract more passengers to the *Pocahontas*. Because N&W promised to make these changes, NARP backed its appeal for dropping the *Arrow*.

NARP Chairman Anthony Haswell told the ICC: "We are impressed by the railroad's commitment to substantially upgrade and to operate at high standards its remaining train, the *Pocahontas*, if the Commission allows the discontinuance to become effective . . . The railroad's good faith in making this proposal is, in our opinion, confirmed by the understanding it has reached with the Post Office by which 80 percent of the mail revenue now handled by both sets of trains will be retained by the *Pocahontas* if the proposed discontinuance is effective."

But NARP is still dissatisfied with the Federal Government's policy on rail passenger service. Tony Haswell puts it this way:

"Virtually everyone recognizes that road and air services alone will not be adequate for our future passenger transportation needs. Highway and airway traffic is reaching the saturation point, if indeed that point has not already been reached. Intercity travel in the U.S. now exceeds 900 billion passenger-miles per year.

"Even if we are willing to invest the vast amounts of money that more highway and airport construction will demand, we face the truly critical problem of rapidly depleting land resources. The growing chorus of protest across the nation attests to the spoilation and damage that concrete highways and aviation runways are inflicting on our scenic, urban, and human resources, not to mention wildlife. Nor can we overlook the noise, air pollution, and safety hazards that are associated with these modes of travel.

"Railroads have unique advantages. One track can transport as many people per hour as 10 to 20 lanes of costly superhighway. Trains are safer than automobiles, buses, and planes."

Stuart Saunders, board chairman of Penn Central, told the recent annual meeting of PC stockholders: "Sweeping changes are being planned in passenger operations as the best place to chop expenses," adding that he would "press for elimination of unneeded and unused trains."

This list of "Ten Best Rail Rides in U.S.: *A Thinning Timetable*" appeared recently in *The Saturday Review*:

***Broadway Limited*: Runs daily from New York to Chicago. Operates with some vestige of former style. Superb service, a rarity in the East.**

***Capitol Limited*: Plies B&O-C&O tracks daily between Chicago and Washington, D.C. Serves up better-than-average food. Low off-season fare gimmicks.**

***Florida Special*: Whisks daily between mid-December and April from New York concrete to Miami sands. Touts some of country's most modern equipment. Candlelight Cordon Bleu dinners and gratis champagne.**

***Silver Star, Silver Meteor* and *Champion*: Less posh than *Florida Special*, somewhat slower along the same route, but still a good ride.**

***Empire Builder*: Chicago to Seattle daily. Spectacular view south of Glacier National Park.**

***North Coast Limited*: To Seattle via Butte. Yellowstone scene always awesome from Vista Dome's 96 grandstand seats.**

***California Zephyr*: Links Chicago and Los Angeles. Only a shadow of its salad days, but the view can't be beat.**

***City of Denver-City of Portland*: Leaves Chicago every afternoon. Crews handy and helpful with children.**

***City of Los Angeles-City of San Francisco-Challenger*: Three trains in one —result of railroad belt-tightening. Slower than *Zephyr*, but fine food and good views of Echo or Weber canyons.**

***Super Chief-El Capitan*: Beats *City of Los Angeles* into L.A. by 4 hours. "Pleasure dome" lounge and Turquoise Room remain from glamorous Hollywood past. Sunsets on the Arizona desert.**

Chicago's Union Station concourse building is being demolished and will be replaced by a new 35-story Gateway Civic Center office and station concourse building. On May 14th the concourse area was closed to passengers, including the 52,000 commuters who use suburban trains of the Milwaukee Road, Burlington, Penn Central, and Gulf, Mobile & Ohio. The coffee shop, newsstand, and other facilities have been relocated in the main waiting room. Chicago Union Station Co. is owned by the PC, Burlington, and Milwaukee.

Also in Chicago, Grand Central Station will be shut down to give way to downtown real estate development. The Baltimore & Ohio and the affiliated Chesapeake & Ohio are transferring all of their passenger operations from the 76-year-old terminal to the North Western Station this summer. Other railroads are being asked to move all operations out of Dearborn Street and LaSalle Street stations.

A Canadian senator, Edgar Fournier, took a high Canadian National official to task the other day for saying the CNR and the Canadian Pacific should get out of the passenger business. Senator Fournier described as "shocking" a statement to that effect made by Robert Bandeen, CNR vice president for corporate planning and finance.

"It would be a national catastrophe to discontinue rail passenger service," Senator Fournier says. "When you take railways away the community becomes a deserted area."

According to Senator Malcolm Hollett, the CNR is replacing train service with buses in his province, Newfoundland, and "now we are getting the usual accidents." ●

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Give details of the disastrous Denver & Rio Grande wreck near Pueblo, Colo., in 1906.***

On the freezing night of March 16th, shortly before midnight, William Vandeusen, the night operator at Swallows, Colo., left his office in charge of a fellow employee to go into Pueblo to cash both their pay checks. The relief man, S. F. Lively, had been working outside for 18 hours without a break. The warmth of the station's pot-bellied stove put him to sleep.

The clattering telegraph key awakened him. The message asked if westbound train No. 3 from Pueblo had passed. He said no, and was instructed to order it to pull onto a siding at Adobe and allow eastbound No. 16 to pass en route to Pueblo. He stopped the oncoming No. 3 only to learn that it was the second section, the first having passed while he was asleep.

Frantic tapping of the key could not prevent what turned out to be the second worst train wreck in the state's history. The trains, rounding a bend, had a "cornfield meet" two miles west of Pueblo, killing 35 persons and injuring scores. Among the victims were a deputy sheriff and a prisoner being escorted to the state penitentiary at Granite City. The convict's body was found still handcuffed to his seat beside the deputy, whose lifeless fingers still clutched a gun, in the charred wreckage of a burned out coach. An on-the-scene reporter told of hearing the agonized cry of a man in a flaming coach: "For God's sake, save me!" But because of intense heat, the rescuers could not get near him, and he perished.

The night brass pounder, Bill Vandeusen, was found in Pueblo and testified at the hearing. Lively had fled, unable to face reality, and turned up later in Kentucky. A jury blamed him for the accident but absolved him of criminal negligence. Maybe some reader can supply the operational details of this story, such as numbers and types of engines, names of crews, and so on.

2 ***A brief history, please, of Ohio River & Western narrow-gage lines owned by the Pennsy.***

A railroad to run from Bellaire to Zanesville, Ohio, was chartered in 1872. After it had been built as far as Woodsfield, the first train ran over the line in 1879. An extension was constructed in 1880 to Caldwell, about 25 miles, at a cost of $100,000 (which was a heap of money in those days). The first section, from Bellaire to Caldwell, was built by the Bellaire & Southwestern, which later was merged with the Zanesville & Southeastern to form the Bellaire, Zanesville & Cincinnati. The towns of Caldwell and Zanesville were linked and the first train from Bellaire rolled into Zanesville on Dec. 3, 1883.

Financial difficulties arose. The road was reorganized into the OR&W, finally being sold to the Pennsy. After severe floods had damaged the slim-gage roadbed, the Pennsy ran a third rail down its standard-gage track out of Caldwell to Cambridge. The third rail extended north for five miles to Bell Valley, Ohio, before turning west to its old original tracks. The line was finally abandoned after the last train had run in May, 1928.

3 ***Where can I photograph Shay locomotives in action?***

The following roads use Shays for excursion trains, but since most of them also have several other steam engines,

Ken Eith, 156 Bentley St., Staten Island, N.Y. 10307.

Coinciding with Utah's Golden Spike Centennial, the Morris County Central held a celebration at Whippany, N.J. At the suggestion of CNJ engineer Warren B. Crater and the Railroadians of America, a *Phoebe Snow* enactment was added. We see Mrs. Tom Garretson as Phoebe Snow 1969 in a cab with engineer Andy Barbera, who used to run train *Phoebe Snow*.

The Seattle Times photograph.

When a Northern Pacific agent was late for a public auction, a plot of land 90x100 feet at Renton, Wash., went for $150 to Mrs. Marion Bryant (shown here), 316 33rd Ave., Seattle, Wash. Later, she learned with surprise that a Northern Pacific bridge was included in the deal. The NP, also surprised, offers to buy the bridge from her at a price she finds inadequate.

it is best to phone or write first to see which engine they are currently using:

Roaring Camp & Big Trees Railroad, Felton, Calif.
Yosemite Mt. Sugar-Pine Railroad, Fish Camp, Calif.
West Side & Cherry Valley Railway, Tuolumne, Calif.
Midwest Central Railroad, Mt. Pleasant, Iowa.
Pine Creek Railroad, Farmingdale, N.J.
Bear Creek Scenic Railroad, Topton, N.C.
Black Hills Central Railroad, Hill City, S.D.

4 ***Give information about the Birmingham Terminal Company.***

This terminal road owns Terminal Station at Birmingham, Ala., which is used by five of its six owners as a depot for passenger trains. The five are the Seaboard Coast Line, Southern, Central of Georgia, Alabama Great Southern (the latter two are controlled by the Southern), the Frisco (which ended all passenger service in 1967), and the Illinois Central, which does not directly own stock in Birmingham Terminal Co. but holds interest through its wholly-owned Mississippi Valley Corp. The company property consists of the station, platforms, train shed and servicing facility.

5 ***Which was first war in which railroads played a heavy role?***

In the Crimean War (1854-'56), between Russia and Turkey over the Russian's plan to dominate southeastern Europe and particularly Turkey, railroads first showed their great ability to move large quantities of men and supplies quickly.

6 ***What do you know about the Pub cars that the Union Pacific used to run on the City of Denver, and the Redwood Club cars formerly on the City of Los Angeles and the City of Portland?***

In 1953 the UP converted two pre-war lightweight coaches into combination coach-Pub cars for the *City of Denver*. These cars were numbered 5200 and 5202, both before and after the conversion. The following year, UP rebuilt pre-war coaches No. 5201 and and 5209 to full Pub cars. As all these cars had been built in 1937, they were eventually replaced by Super Domes from the Milwaukee Road and were probably scrapped.

7 ***Tell me the history of New York Central's recent passenger color schemes.***

The 62 lightweight cars that the NYC ordered from Pullman-Standard in 1938 for the *20th Century Limited* were, like all other equipment on that famous train, painted two-tone gray. Additional cars ordered for delivery in 1939-'40 were given the same color scheme and assigned to other important trains with primarily heavy-weight consists. In 1948, all these cars were repainted the Central's post-war two-tone gray scheme to match newly-delivered cars from Pullman-Standard.

The older heavyweight cars, originally dark green, also were repainted gray with white striping. For many years m-u commuter cars have been olive green, although the older ones were originally dark green.

Budd cars and most ACF lightweights on the Central have always been silver. The *Pacemaker* of 1939, *Mercury* of 1936, and *James Whitcomb Riley* of 1940 had different and distinctive color schemes involving gray and/or green. Penn Central green is now being applied to more and more passenger cars as they come out of the shops.

Dec. 22, 1968: eastbound *California Zephyr* pulls out of Oakland yard and heads south down Third Street to Washington, to pick up passengers at the station.
Jim Belden, 3250 Fairesta St., La Crescenta, Calif. 91214

8 ***Where can I find the old poem, "Riding on a Railroad Train"? I used to carry a copy of it in my wallet, but lost it.***

Here's the poem, by Ogden Nash:

Some people like to hitch and hike;
They are fond of highway travel;
Their nostrils toil through gas and oil,
They choke on dust and gravel.
Unless they stop for the traffic cop,
Their road is a fine-or-jail road,
But wise old I go rocking by;
I'm riding on the railroad.

I love to loll like a limp rag doll
In a peripatetic salon;
To think and think of a long cool drink
And cry to the porter, "Allons!"
Now the clickety-clack of wheel on track
Grows clickety-clackety-clicker.
The line is clear for the engineer
And it mounts to his head like liquor.

Oh, give me steel from room to wheel,
But a soft settee to sit on,
And a cavalcade of commerce and trade
And a drummer to turn the wit on.
Stuyvesant chats with Kelly and Katz,
The professor warms to the broker,
And life is good in the brotherhood
Of an air-conditioned smoker.

With a farewell scream of escaping steam
The boiler bows to the diesel;
The Iron Horse has run its course
And we ride a chromium weasel;
We draw our power from the harnessed shower,
The lightning without the thunder,
But a train is a train and will so remain
While the rails glide glistening under.

Oh, some like trips in luxury ships,
And some in gasoline wagons,
And others swear by the upper air
And the wings of flying dragons.
Let each make haste to indulge his taste,
Be it beer, champagne or cider;
My private joy, both man and boy,
Is being a railroad rider.

9 ***I recently saw a new boxcar of the Chicago, West Pullman & Southern Railway numbered in the 24000 series. Why would such a little road use such high numbering?***

Five and six-digit numbers are popular with both small and large roads, since there is more flexibility in assigning large blocks of numbers to new cars without renumbering the existing ones to clear a particular number series. This system also permits more different and recognizable series of numbers to be set up to denote structural designs in a given type of car. This would be important to shippers to recognize cars easily, Bob Wayner tells us.

Running Extra

"I am compiling a list of fireless cookers still extant in the U.S.A., and want to hear from fans who know of any," writes John J. Hilton, 4010 Highview Drive, Silver Spring, Md. 20906. "In regard to B. Thomas Walsh's article on that subject in your May issue, The Pennsylvania Power & Light Co. locomotive D at the Hauto, Pa., plant was built by Heisler in 1938 or earlier and was on display at the New York World's Fair in 1939. She came to her present owner in 1941. Also, who knows the origin and final disposition of a fireless cooker in a York, Pa., junk yard about five years ago?"

"Walsh's latest article fascinated me so much," writes Brad E. Smith, 915 W. Wisconsin Ave., Rm. 1807, Milwaukee, Wis. 53233, "that I want to build a live-steam version of a fireless cooker to scale. I need photos, drawings, and data on Connecticut Coke 0-4-0F No. 4, which was used until last year, when the New Haven plant closed. Who can supply material on this Porter engine, builder's No. 8126, or her older sister, No. 3, also a Porter?

Wanted by Harold R. White, Sr., 136 Murray Ave., Goshen, N.Y. 10924: information on *A Locomotive Directory* (for railway mechanics).

"Several years ago I saw a steam locomotive in northern Michigan with an extra driving wheel under the tender; who can identify her?" asks Wendell A. Sturges, Box 35, Okemos, Mich.

"I need information on Bergen Neck Railway of Jersey City, N. J., from which I have an old unused stock certificate," writes Rev. Albert W. Kovacs, 311 Marlet St., Bangor, Pa. 18013.

"Who can tell me about the old Midlothian & Blue Island, which ran from Midlothian, Ill., to the Midlothian Country Club around 1902?" asks David Greve, 344 S. Winfield Ave., Kankakee, Ill. 60901.

Says Gordon Y. Mills, 1159 Loma Sola Ave., Upland, Calif. 91786; "Recently I observed a three-tank tank car on a siding. Lionel model trains once put out a miniature version of such a car. Who can give me details of ownership, and use?"

A copy of the poem "Heroes in Overalls" is wanted by John Fawcett, 153 Jefferson Park Dr., Huntington, W. Va.

"Who can tell me names and addresses of railway philatelic clubs in the U.S.A.?" asks J. G. Arlington, 45 Lakenheath, London, N14, England.

A brief history of the Akron, Canton & Youngstown is wanted by John F. Wheeler, 401 College St., Findlay, Ohio 45840.

"Recently I heard of a Reading Railroad project for rechanneling the Schuylkill River to permit realigning the main line and bypassing a now abandoned tunnel south of Port Clinton, Pa.," writes G. Gerrich Williams, 26 Overbrook Ave., Maple Shade, N. J. 08052. "Who can supply details?"

"I have a Baldwin builder's plate, No. 48901, June 1918. Can anyone tell me what engine it came from or supply a photo of her?" asks Frank Luppino, Jr., 1445 Sunset Ridge Rd., Glenview, Ill. 60025.

"I am looking for a copy of a train order from the Franklin D. Roosevelt funeral train," says J.P. Martin, 7123 Robinson Dr., Overland Park, Kan.

An addition to our list of trains named *Bullet* comes from Rev. Joseph Aschenbach, pastor of First United Methodist Church, West Springfield, Mass. 01089. "The Pennsy's Del-Marva Division operated a *Bullet* between Easton, Md., and Wilmington, Del.," he writes. "I found this listed in a 1942 *Official Guide*. Though I was a small boy at the time, I believe this train was a gas-electric motor car."

"I have a 1914 New York Railways book of rules for conductors and motormen; who can tell me anything about it?" asks A. W. Frakes, 3921 4th St., Port Arthur, Texas 77640.

"I need information on the chapel car *St. Paul*, which used to run on the Great Northern and Northern Pacific but is now in State Senator Bovey's museum at Nevada City, Mont.," writes Donald M. Hardy, 43 Nimitz Dr., Billings, Mont. 59101.

Fans interested in the Marshall and Poncha Pass lines and Rio Grande Southern should contact Jim Hollis, 8000 Fontana, Prairie Village, Kan.

"Who can tell me about the Elk Mountain Route of long ago?" inquires Morris W. Abbott, 33 Driftwood Lane, Milford, Conn. 06460.

"Years ago I read about a road, possibly the Delaware & Hudson, experimenting with a steam locomotive operating on 1000 lbs pressure; who can tell me more?" asks Arthur L. Shea, 144-18 222nd St., Springfield Gardens, N.Y.

The following additional trains with a state name and the word *Special* come from Allan Follett, 3737 N. Pine Grove

Carl Sturner, cover photographer, with Delaware & Hudson diesel. (See page 6)
Photograph by Jim Shaughnessy

St., Chicago, Ill. 60613, answering a query in our June issue:

Florida Special (PC-RF&P-SCL), New York-Miami. Still running, on a seasonal basis.
Texas Special (SLSF-MKT), St. Louis-San Antonio; later, MKT, Kansas City-San Antonio. Discontinued 1965.
New York Special (NYC), Chicago-Detroit-New York. Name discontinued along with other NYC train names, 12/67.
Kansas City-Florida Special (SLSF-SR.) Kansas City-Jacksonville. Discontinued around 1965.
Ohio Special and Michigan Special (NYC), Detroit-Cincinnati. Discontinued 1950's.
Carolina Special (NYC-SR) Chicago-Asheville-Charleston.
Wisconsin Lakes Special (C&NW), Chicago-Watersmeet. Discontinued 1950's. Seasonal.

The author of the *U.S. Steam Locomotive Directory*, Victor Koenigsberg, Rt. 1, Box 140, Sheffield, Iowa 50475, is doing more research and wants to hear from anybody with knowledge about the present location and status of Carbon Limestone Co. X10.30, Porter 1923 O-4-OT 3-foot gage on display at the Holiday Inn Motel near Youngstown, O., from 1963 until sold at public auction in Jan. '66.; the disposition on Sharon Steel Co. No. 4 0-4-OT Porter last used in 1965 by Price Wrecking Co. to scrap Sharon's Lowellville, O., plant.; present status or disposition of the two O-4-OF Porters used until June '68 by Connecticut Coke Co. at New Haven, Conn., (Plant scrapped last Jan.); details on an O-4-OT on display at the Iron Horse Antique Shop at Westfield, Mass.; on an O-4-OT Porter on display at an auto museum at Holland, Mich.; details on the history of W.N.C. Scenic Railroad No. 22 0-4-0 at Lake Lure, N.C., this being a 3-foot-gage tourist line formerly known as the "Tootsie RR."

"Who knows about the Manitoulin & North Shore, later the Algoma Eastern, running between Little Current and Sudbury?" asks W.A. Wilson, 158 Adie St., Sudbury, Ont., Canada.

"I am trying to track down a private car, *Sinnamahoning*, once owned by the Goodyear brothers, owners of the Buffalo & Susquehanna. Last seen in the B&O yards at Salamanca, N.Y., it has since been moved," writes Gates E. McNinch, Main St., Westfield, Pa. 16950.

STEVE MAGUIRE'S

TRANSIT TOPICS

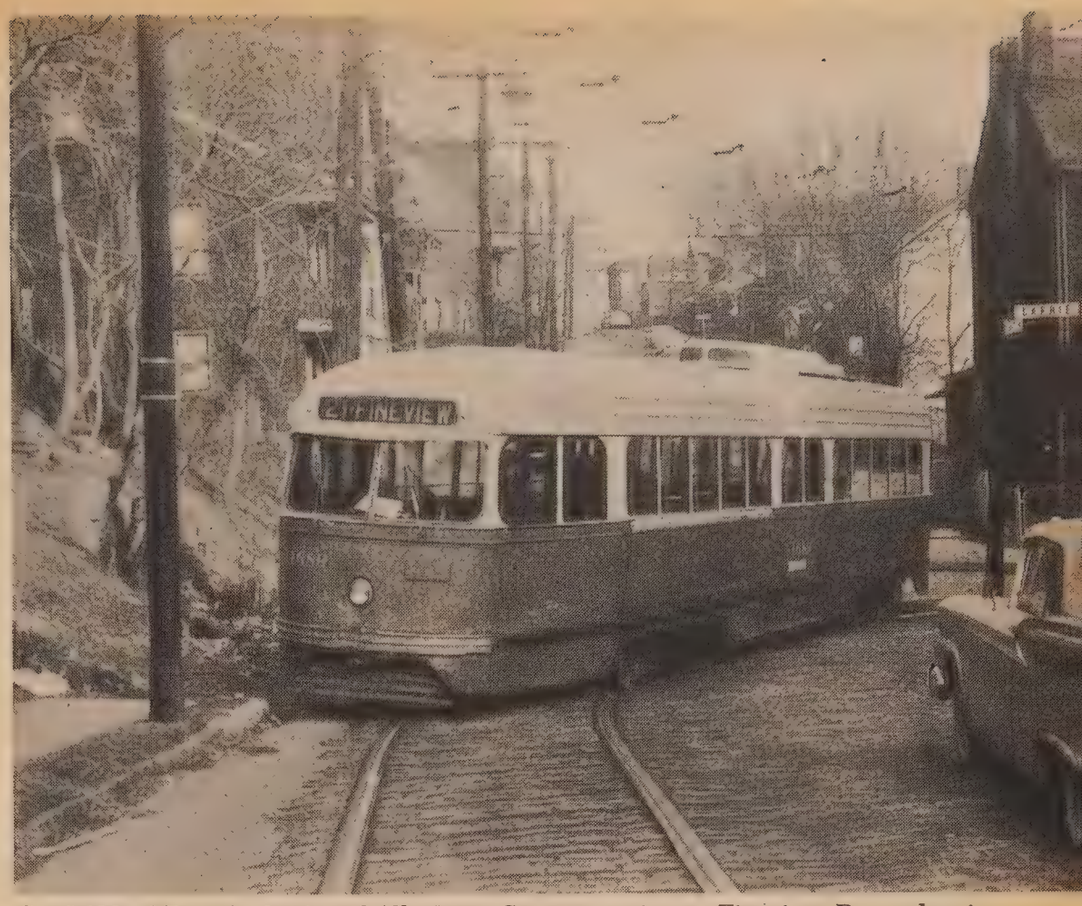
Stephen D. Maguire

JAY QUINBY scores again! An outstanding veteran in our field has written one of the most entertaining transit books we have ever read. His hard-cover *Interurban Interlude,* with 98 pages, 8½x11 inches, and good illustrations, has just come off the press of Model Craftsman Publishing Co., 31 Arch St., Ramsey, N.J. 07446. This is a heartwarming account of North Jersey Rapid Transit, for which the author worked as a young man. Jay has wisely enriched the volume with human stuff and keen humor as well as historical and technical details.

Interurban Interlude is the kind of book that, once you start to read, is hard to lay down until you reach the last page. Its charm stems from Jay's love of his subject and his insight into the lives of people responsible for operating a rural interurban service. The author recaptures the magic of his early enthusiasm for NJRT. Only an experienced writer who was intimately connected with that line, back in the days before it drifted down the stream of Time, could do that effectively.

Some of the book's most interesting material came out years ago as fact-stories in our magazine. A hilarious chapter deals with the problems encountered by NJRT trolley crews when the rambunctious "Jackson white" hill people went on a pay-day "toot." *Interurban Interlude sh*ould have a heavy sale. We like it so much that we are putting this review at the head of our department—something we never did before. The book sells for $7.95 (or $7.55 if obtained from *Railroad Magazine* Book Service).

PLANS for using railbuses on the Media trolley line of Philadelphia Suburban Transportation Co. and running them via rail and highway into downtown Philadelphia have been pigeonholed by PSTC President Merritt H. Taylor, Jr., we learn from A. J. Franck of Richmond Hill, N.Y.



Car 1689 of Port Authority of Allegheny County turning at Fineview, Pennsylvania.
James L. Alain, Pine Stump Jct., Chassell, Mich. 49916

When the plans first arose, Taylor said the railbuses would eventually replace trolleys out of 69th Street Terminal to both Media and Sharon Hill. Now, he notes that the company has simply shelved the application until the Southeastern Pennsylvania Transportation Authority either buys or refuses to buy Red Arrow's suburban transportation facilities.

SEPTA has opposed the railbus service. Taylor felt there would be little point in getting into a legal "ring-a-ding" over it if the regional authority should acquire Red Arrow. SEPTA is reportedly close to an agreement to buy the Red Arrow bus and railway system in Delaware, Montgomery, and Chester counties for nearly $14 million.

OBJECTIONS are being raised to plans for another Skybus operation in the Pittsburgh area, this one to run to the Greater Pittsburgh Airport, according to Jim Cerny, 1022 Province St., Pittsburgh, Pa. The MPC Corporation, a non-profit and academically-oriented agency, originally evaluated the Skybus at South Park last year but now refuses to approve the new project. It will not recommend that the Port Authority go ahead with a second experiment.

Says Richard Rhodes, vice president of MPC: "It would appear senseless to build another test track (at the airport) when $5- or $6-million has already been spent at South Park."

PAT's official position on the proposed airport Skybus is that no decision has yet been made by its board of directors. Phase 2 of the South Park experiment, intended to prove that the Skybus can be switched and can traverse grades of up to 10 percent, is currently bogged down. Construction on a new section of track for the switching and grade experiments has not yet begun.

The Skybus itself is not doing well in other parts of the country. Westinghouse thought it had the system sold to Baltimore, but Baltimore's political powers are now beginning to reject the concept.

The program is still theoretically alive there, but some county councilmen have become dubious about its practicality. There are strong proponents in the county of a conventional steel-wheel system.

The Port Authority's project to scrap the two fast trolley lines from South Hills to downtown Pittsburgh is meeting with firm opposition. David Horvath, member of the Second Class Township's Advisory Committee, says his group does not want a Skybus route along the trolley lines. The group favors a much less expensive plan that would doubletrack and upgrade the South Hills trolley routes at a cost of only $1.5 million, instead of spending several hundred million for the Skybus experiment.

"Why tear up the existing system?" he asks. That's a fair question. We'd

like to know why PAT officials are so set on scrapping their efficient rail line.

A comparison of the present bus transportation between Pittsburgh and its airport with the new rapid transit service between Cleveland and its air terminal is made by Cleveland *Press* writer Don Silver.

"Nothing seen or heard at Pittsburgh's fourth International Conference on Urban Transportation was more persuasive," he writes, "than this reporter's experience in getting to and from the Cleveland and Pittsburgh airports.

"The CTS rapid transit provides faster service for 35 cents than the Pittsburgh Airport Transportation Co.'s bus offers for $1.75."

SAN FRANCISCO's Municipal Railway has again changed its plans for the five streetcar lines now operating in that city. Instead of retaining only three of its five trolley routes, the management is now urging that all five be kept in the reconstruction of the city-wide transit system. John M. Woods, general manager of Muni, gave the Board of Supervisors an advance glimpse of this recommendation, which he made later to the Public Utilities Commission.

The Muni rail lines' fate has been of great concern to many supervisors and community groups for years—ever since outside consultants recommended to PUC that the streetcars be replaced by buses. Muni has submitted to PUC a request for a bond issue to include $7- to $8-million for reconstruction and repair of streetcar lines. Mr. Woods predicts that residents of the city, many of them streetcar riders, will vote "overwhelming" approval of a bond issue to rebuild the rails. For this news we thank Harre Demoro, Ted C. Wurm, Charles Tidwell, Ralph Kerchum, and other California readers.

A SUCCESS story, covered in more detail than our department put forth, tells how rapid transit can reduce traffic congestion by attracting motorists to fast and convenient transportation. The story appeared in a recent issue of *IRT News Letter*, published by the Institute for Rapid Transit, Suite 508, 1612 K Street, N.W., Washington, D.C. It is a comprehensive report on the new $92 million rail route built by the Delaware River Port Autority in the Philadelphia-Camden area to provide fast service for heavily-populated South Jersey suburbs.

This route, as we stated, runs between downtown Philadelphia and Lindenwold, N.J., 14.5 miles, and is one of the world's most highly automated systems of its type. It is doing much to lure commuters away from their autobiles, thus cutting traffic congestion.

"The decrease in street traffic is especially noticeable in Camden, where parking lot operators are now complaining about a reduction in business," the *IRT News Letter* states. "In fact, operators of parking lots in the center of Camden report a decline of as much as 50 percent in their business."

The IRT report includes a detailed description of how modern technology has been made a dominant feature of the new route.

"Among the technical advances are the automatic ticket-vending machines, gates that take tickets and open automatically, closed circuit television monitoring the stations, and a track signal system which programs the speed of the train. An IBM computer also has been installed to determine costs, improve efficiency and perform other functions at the maintenance shop at the Lindenwold terminal."

ITS FIRST timetable completely in the Spanish language was issued in April by the Port Authority Trans-Hudson Corp., operators of the "Hudson Tubes" that link New York with New Jersey. The new edition of the PATH *Service Guide*, as it calls the timetable, lists the frequency of 1,000 daily train movements on its five services in compact form. PATH officials hope that this edition will make their service better known by the local Spanish-speaking communities and attract new riders, particularly during off-peak hours.

They also issued a spring-summer guide, completely redesigned. One new feature "Places to visit via PATH," on the back cover of both the English and Spanish editions, gives useful information on how to reach colleges, museums, business centers, and other points of interest.

Copies of the *Service Guide* may be had from the Rail Transportation Department of the Port Authority, Room 302, 111 Eighth Ave., New York City.

BAY AREA Rapid Transit District was bailed out of its $146 million deficit the other day when the California Legislature passed a bill increasing by one-half percent the sales tax in Alameda, Contra Costa, and San Francisco counties. Governor Reagan promptly signed the bill into law. BART then began advertising for bids on new construction and equipment, and it started laying permanent track. Unfortunately, the track gage will be wide (5½ feet), which prevents other rail lines from connecting with it or using BART tracks. This seems to us like short-sighted future planning, although wide gage means smoother operation.

Our news comes from Ralph Kerchum of Oakland, Calif., and Harre W. Demoro, an *Oakland Tribune* staff writer. Demoro recently won a first-place award of $1,000 from the National Society of Professional Engineers for his reporting of Bay Area Transit construction during 1968. That award goes annually to the news reporter whose coverage best describes the role that engineers play in society. Demoro's book, *BART at Midpoint*, published last year by Ira Swett, was favorably reviewed in our Jan. '69 department.

PUBLIC transportation, rather than jobs, housing, or schools, marked the

No. 415 of the Illinois Terminal rolls into Union, Illinois, with a light load on the Illinois Railway Museum.

John G. Williams, Jr.,
6130 N. Carvel No. 7,
Indianapolis, Ind. 46220

beginning of the civil rights movement, it seems to us after reading a 15-page article entitled "A Pioneer Protest: The New Orleans Streetcar controversy of 1867" in the *Journal of Negro History* (July, 1968). That issue is available at $2 a copy from The Association for the Study of Negro Life and History, 1538 Ninth St., N.W., Washington, D.C. It was sent to us by Samuel L. Breck, Jr., of Ann Arbor, Mich. Here are a few excerpts from the article:

The streetcars had been a source of irritation for New Orleans Negroes since they were first placed in service in that city in the 1820's. A few of the street railroad companies operated special cars for colored passengers. Other lines excluded them altogether. In rare instances, Negroes were permitted to ride on the regular cars, much to the disgust of many of the white passengers.

The sight of two "overdressed Negro wenches" riding on a Dryades Street vehicle in 1861 prompted an outraged white woman to ask of the New Orleans *Daily Crescent*, "If the omnibuses are for Negroes, why not say so? If for white people, it is important that it should be known." But with few exceptions, the New Orleans streetcars remained strictly segregated throughout the ante-bellum period.

The cars operating on Baronne Street allowed white and Negroes to ride on the same cars, but segregated the races by providing separate inner compartments. Although whites complained of indiscriminate mingling, this method apparently satisfied most travelers and removed the necessity of car duplication.

But most of the lines operated separate cars for whites and Negroes. To eliminate possible confusion, they embellished the front, rear, and sides of each car designed for colored passengers with large stars. The cars operated for white travelers were left unmarked. Negro cars were almost always referred to as "star cars," and the term "star" soon became a local label for all varieties of segregated Negro facilities, much as the term "Jim Crow" would be adopted by a later generation throughout the country.

Overseas Electric Lines

OUR article on the Corregidor trolley line (May issue) drew these comments from Joseph H. Boatright, 31217 Walker Rd., Bay Village, Ohio 44140:

"When Gen. Douglas MacArthur decided to retake Corregidor from the Japanese, the 3rd Battalion, 34th Infantry, 24th Inf. Div., of which I was a member, was assigned to storm Bottomside. We recaptured that area, but not until later could we make contact with out paratroop regiment which had dropped in on Topside. As beachmaster for the operation, I inspected parts of the island.

"When we landed, I was surprised to find no evidence of the island's railway system, except for a single section of rail that appeared to be tied in knots and some intact rails on a concrete pier that jutted out into Manila Bay. Those rails had been set in concrete; the bombardment did not damage them very much. As the Japanese continued to occupy Malinta tunnel during the entire time I was there, I had no chance to see the condition of its tracks.

"Making a trip to Topside, I saw no remnant of the railway there, either, but I did discover that what had been regarded as the world's longest barracks was in shambles.

"The Japanese may have destroyed the railway themselves, but I don't think so. Prior to our landing, the U.S. Navy dropped 200 tons of bombs on the island daily for 20 days! On the day we landed, our Navy also ringed Corregidor with 20-odd ships, which shelled the island heavily, firing at everything behind which a man could hide. The devastation was complete. It is my belief that our combined air and sea bombardment eliminated virtually all of the trolley system. So far as I know, not a single Japanese prisoner was taken in our attack; so there is little or no chance of our ever getting information on the Corregidor military trolley line under Japanese occupation."

***Oroville Flyer* run in parlor car owned by Bay Area Electric Railway Asso. Man in conductor's cap is Francis Guido, editor of *The Western Railroader*.**
Charles L. Anderson, 1121 7th St., Sacramento, Calif. 95814

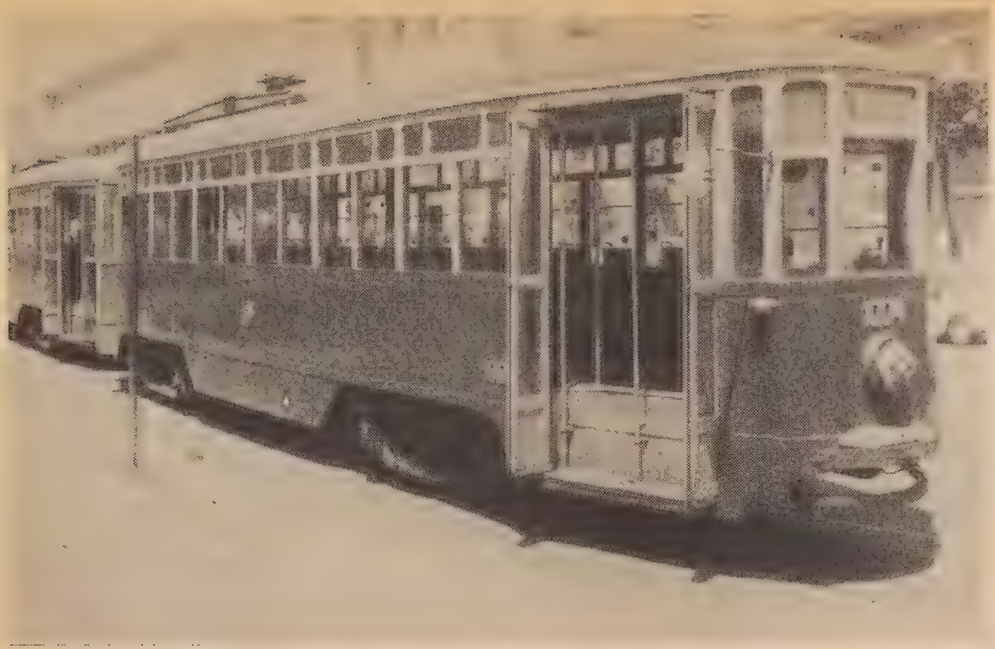
BEAUTIFICATION of the Paris Metro (subway) is taken up in a recent issue of *France Actuelle*, which quotes the following from a London *Sunday Times* article by the British writer Anthony Sampson:

There is no reason why undergrounds, without being pompous or pretentious, should not be very civilized places, where waiting for trains could even be positively enjoyed. To prove it there is the amazing example of the new Louvre Metro station in Paris, conceived by the new head of the Paris Metro.

The train (on rubber wheels) glides into the station, which looks like the crypt of the Louvre Museum itself. Facsimiles of Egyptian statuary are set into alcoves, in the walls, beautifully lit, with a large-scale plan of the Louvre alongside. The decor gives the effect of classical calm, with romanesque pillars and Trajan lettering for the name of the station.

The platform, including the passages to the street, has the atmosphere of a comfortable art gallery, and I have

Car 34 of Chester, Darby & Philadelphia Ry., with stove heater; late 1890's.
Collection of William Powelson, Gloucester, N.J.



No. 1004 of Naples Traction Co., in Italy, has dark green body and gray roof.
YN-3 G.W. Zeitler of the United States Navy

noticed that passengers treat it as such, watching the exhibits until the train glides in. With this brilliant idea, the Metro has recaptured some of the artistic enterprise of its inception, with the superb *art nouveau* ironwork at its entrances (one of them is now shown at the Museum of Modern Art in New York). The Louvre idea has been so successful that it will soon be extended to other stations.

"TOKYO's downtown Ginza area hasn't had streetcar service since last October," laments Wally Eakins, Far East Network, Box 83, APO San Francisco 96267. "Pollution-generators, known as buses, replaced the trolleys but can't get through the city's jammed-up traffic any faster than the electric cars did. Total abandonment of Tokyo's streetcar system is expected within three years.

"Street widening was responsible for the abandonment of one of the trolley routes in Kobe, Japan. However, freeway construction gave some of Kobe's streetcar routes a new right-of-way. Temporary tracks were laid just to the edge of the old right-of-way. With completion of the freeway, permanent tracks were laid on either side of the support pillars. Rails were set in concrete to form a private right-of-way.

"Kobe's standard two-man car does not have automatic doors. Instead, the conductor or motorman reaches out and grabs a handle attached to the middle of the door. The doors tend to slam when the car starts. The motorman stops and starts the car only when its conductor signals him. There are no signal cords or buttons for the riders. Instead of collecting fares, a Kobe conductor makes change and sells tickets. The fare for adults is the equivalent of six cents in U.S. money, about four cents for kids. As you get off, you drop the ticket or cash into a box at either end of the car. Single-truck cars provide downtown shuttle service. All Kobe trolleys look like pre-PCC American cars. (Photos in our June issue.)

"Steve, I enjoy your section very much," Wally adds. "You must put a lot of time and work into it. *Transit Topics* is the only reason why I buy *Railroad Magazine*."

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Courtesy of "France Actuelle"
Louvre station of Paris Metro looks like part of the great museum itself.

BOOKS OF THE RAILS

IRON HORSES TO PROMONTORY, Golden Spike edition, by Gerald M. Best, 207 pages, 8½x11″, thick coated paper, more than 310 illustrations: documentary reproductions, maps. timetables, rosters, scale locomotive drawings, bibliography, index, and full-cover jacket, Golden West Books, $10.

WESTWARD TO PROMONTORY: *Building the Union Pacific Acoss the Plains and Mountains*, a pictorial documentary with text by Barry B. Combs, 79 pages, 10x11″; thick, hard, coated paper; The American West, $10.75.

HIGH ROAD TO PROMONTORY: *Building the Central Pacific Across High Sierra*, by George Kraus, 317 pages, 6½x9½″, bibliography, other appendices, index, more than 100 illustrations, The American West, $9.50.

RAILS FROM THE WEST: *A Biography of Theodore D. Judah*, Golden Spike Edition, by Helen Hinckley, 207 pages, 5¼x8½″, illustrated, bibliography, index, Golden West Books, $6.95.

THE UNION PACIFIC: HELL ON WHEELS! by John Carson, 36 pages, 6x9″, illustrated, The Press of The Territorian, Box 1847, Santa Fe, N.M. 87501; hard cover $3.50; paperback $1.50.

There is no shortage of new books dealing with the events that led to the driving of the golden spike in 1869. Besides the six volumes under consideration here, we reviewed two last month. Something could be said for each one of them, particularly those by Best and Combs.

Our pick of the lot would certainly be *Iron Horses to Promontory*, because of the superior extent of its coverage in both text matter and pictures. Also because it gives special attention to the locomotives, "those beautiful iron horses with brass fittings, filigree work, and brightly painted colors—each with its own name on the Central Pacific and its characteristic smokestack, domes and number plates."

Gerald M. Best has acquired an almost fabulous name in the fields of steam power and rail history. Besides being Pacific Coast representative of the Railway & Locomotive Historical Society, he was No. 16 in our series of *Interesting Railfans* and has written numerous books and magazine articles. The photographs included in his latest book are a feast for steam-hungry eyes. Many are rare and exciting. They are well reproduced, and the printing leaves nothing to be desired.

Westward to Promontory has excellent writing, uncommonly good printing, and artistic make-up. The photos are the kind you look at again and again. Their reproduction is a credit to the engraver's art. Need we say more?

Central Pacific's 2-6-0 No. 40 at Cape Horn in 1871. She was built by R. Norris & Son. From "High Road to Promontory"

We are told that George Kraus devoted nearly 12 years to the research and writing of *High Road to Promontory,* including the physical barriers, political and financial problems, and social complications that had to be overcome, one by one. His work is in a class by itself because of the choice material it presents: factual, anecdotal, and pictorial. It should have come out in early spring, when it would not have had to compete with the other Promontory books.

Rails from the West tells the dramatic story of Theodore D. Judah, with special emphasis on the major role he played in building the Central Pacific (now Southern Pacific). We recommend it for lively reading matter.

The Union Pacific: Hell on Wheels has considerable value historically, but the illustrations are only fair and it is priced a bit too high for its size.

PASSENGER TERMINALS AND TRAINS, by John A. Droege, 410 pages, 6x9", hard covers, illustrated; reprint of 1916 McGraw-Hill book; Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, Wisc. 53233, $7.50. (Not available from *Railroad Magazine* book service).

An easy-to-understand introductory manual for railway operating department and planning officials, explaining the design and operation of most of the major railway stations of the 1916 era. Introduction by George W. Hilton, who gives his voice of doom for the U.S. passenger train. An historical work and a useful volume for anyone interested in depots, large or small, and their development. We would like to see more such old important works reprinted, with a contemporary appendage to give background for the period and tell how it applies to today.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $3.50 or more. All postpaid.

New York State residents must enclose 3 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax. To avoid delay, send separate checks for books and magazine subscriptions.

The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	Price List	Price Our
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
WESTWARD TO PROMONTORY, Barry B. Combs	$10.75	($10.20)
HIGH ROADS TO PROMONTORY, George Kraus	$ 9.50	($ 9.00)
RAILS FROM THE WEST, Helen Hinckley	$ 6.95	($ 6.70)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.70)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
NORTHERN PACIFIC, by Chas. Wood	$13.95	($13.25)
DESTINATION TOPOLOBAMPO, Kerr and Donovan	$ 7.95	($ 7.55)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
CENTURY OF SP STEAM LOCOS, Guy Dunscomb	$20.00	($19.00)
SP MOTIVE POWER ANNUAL, by J. A. Strapac	$ 3.50	($ 3.35)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
TO HELL IN A DAY COACH, by Peter Lyon	$ 5.95	($ 5.65)
PICTORIAL ENCYCLOPEDIA OF RYS.	$10.00	($ 9.50)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.70)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
THE LUCIUS BEEBE READER	$ 7.95	($ 7.55)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
ALASKA RAILROAD, by Edwin Fitch	$ 5.95	($ 5.65)
BOSTON & ALBANY BOOK, by Stephen Salsbury	$10.00	($ 9.50)
MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
RR. MAGAZINE POEMS, ed. by Robert Wayner	$ 3.50	($ 3.35)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.70)
NYC EARLY STEAM POWER, by Staufer	$15.00	($14.25)
MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
RAILS TO POSSUM TROT by J. A. Stowe	$ 2.50	($ 2.40)
CANADIAN PACIFIC: A Brief History, by McDougall	$ 3.50	($ 3.35)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
LOCOS. OF DICKSON MFG. CO., Best	$10.00	($ 9.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT DAYS OF THE CIRCUS by Freeman Hubbard	$ 5.95	($ 5.65)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)
LONG ISLAND RR., Part 4, by Seyfried	$ 7.50	($ 7.15)

RAILROAD MAGAZINE VISITS THE MIDWEST CENTRAL

Photos by Joseph A. Mannix

Midwest Central narrow-gage Mogul No. 6 (ex-Argent Lumber Co., 1891 Baldwin) hauling coaches built from old Lionel toy-trains plans. The trucks were purchased from the East Broad Top, Southern Pacific's Keeler branch and the West Side Lumber Company, all narrow gage lines. If you like black smoke, you'll enjoy this picture.

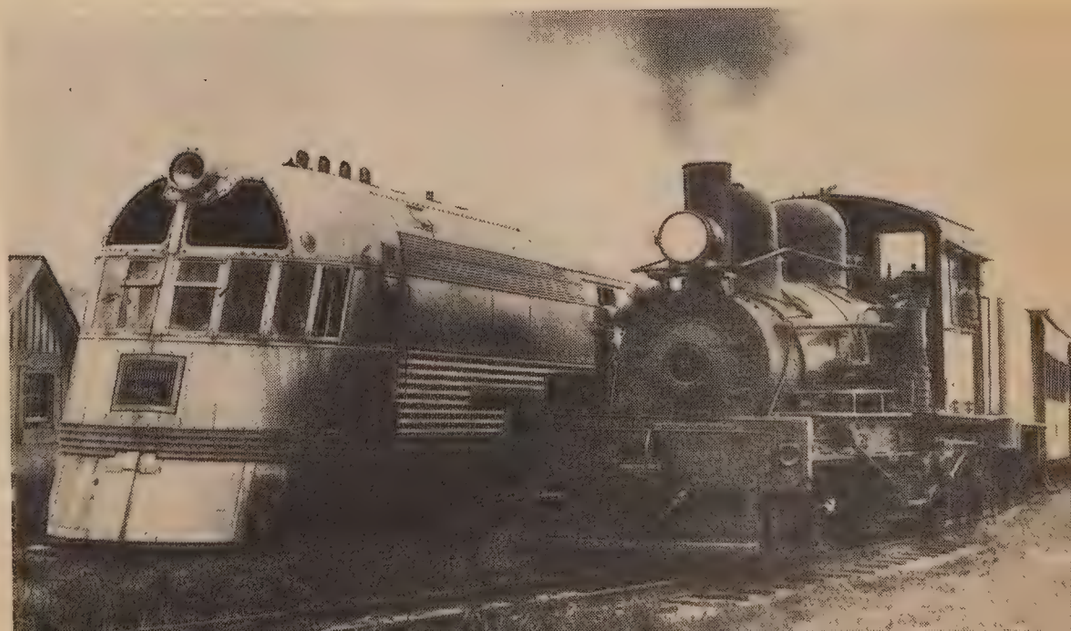
Pretty girls in old costume wait for train at Midwest Village, Mt. Pleasant, Iowa. No. 6 packs a big whistle.

General Manager Stan Mathews sits on the right hand seatbox of Shay No. 9, ex-West Side Lumber Co.

Joint watchman's tower for the Rock Island and Milwaukee Road mainline crossing at Washington, Iowa, now on display of the Midwest Central. Former occupant received a pay check from each road.

Miss Caralee Jefferson loves Shay locomotives and selling tickets at the railroad station where she met her fiance, another Shay engine admirer.

Injun Joe, a once gloried Burlington *Zephyr,* is passed by three trucks and 80 tons of Shay, rocking and rolling, and dusting her off with a stack of smoke.



When Steam Ruled the Lehigh Valley

Text and Photographs by Bert Pennypacker

RACING westward across north Jersey at better than 60 miles per hour the Lehigh Valley's once-famous *Black Diamond* presented a beautiful sight in Cornell-red livery from her streamlined Pacific-type locomotive to her parlor-observation car. The handsome, bullet-nosed 2097 cleaved the air, whipping it back through the cab where the lanky form of engineer Jimmy Scott crouched on a leather seatbox, his goggled eyes peering intently ahead. His watch dangled from a nearby valve stem, indicating that pulling a passenger train involves far more than just running the locomotive and that precise judgments must be made in distance, speed, and time.

Jimmy looked forward to the hot meal his wife was preparing for him at Lehighton, Pa.; but first he had to put No. 9 into that town by 12:40 p.m. and turn her over to the Wyoming Division crew on time. Delays caused by loading mail at three stops often hampered this race with the clock. An early arrival at Easton was possible making that stop not too bad. The Bethlehem stop allowed a nine-minute layover to take water, load mail, and have a diesel switcher split the train and insert the through coach from Philadelphia. This often took 15 minutes, and six or eight additional minutes could be lost at Allentown.

The departure signal from Allentown beeped shrilly in the 2097's cab as Jimmy glanced ruefully at his watch. The *Diamond* was ten minutes late, leaving him but 18 minutes to cover 26 miles and reach Lehighton on time. This task exceeded the capacity of a K6bs Pacific with nine cars tied to her tail even if such fast runing were allowed by mainline speed limits. A brief thought flashed through the hoggers's mind. He'd like to try such a run with one of the big Baldwin T3 class 4-8-4's that briefly had seen passenger service on the Valley back in the 1930's. But today's facts of life said that the regularly scheduled timing of 28 minutes required an overall speed of 56 mph

Rounded cab window is only clue that No. 2097 was once bullet-nosed beauty on the *Black Diamond*, while Wyoming type passes.

and if he was to recoup lost time, he'd have to do a helluva lot better than that.

Hogger and fireman exchanged glances across the cab. Each man knew what was expected of them. The engine came alive as the mechanical stoker, blower, injectors, Franklin booster, and sanders began operating. Opening of the throttle literally dragged the train into motion from where it stood on a tight binding curve. Exhausts lost ther staccato bark and melted into a constant thunderous road. The *Black Diamond* stormed majestically up the valley of the Lehigh River, her bass-toned whistle booming out for grade crossings, and left in her wake a gray trail of acrid-smelling soft-coal smoke.

The great train ground to a stop in Lehighton just four minutes late. Engineer Jimmy Scott had averaged 72 mph and had come from Allentown in 22 minutes. He turned the 2097 over to the Wyoming Division crew with the remark, "Everything's OK" and watched the coupling of the helper Pacific. Then the doubleheaded *Diamond* barked out of town amid a cloud of smoke for her 57-mile run over the mountains to Wilkes-Barre as Jimmy headed uphill to his home, a hearty meal, and a restful night in bed beside his wife.

The splendid run of engine 2097 was by no means an isolated case. Rather, it represented everyday practice on a road that spared no effort to get the most out of its motive power. That same engine handled the *Black Diamond* 431 miles without change, from Hillside, N.J. to Buffalo, N.Y. Likewise, the big 4-8-4's, which the Valley called Wyoming types ran through without change on fast freights from Buffalo or Suspension Bridge to Oak Island, N.J., 453 miles. Engines on these through runs stopped only once enroute, to take coal at Towanda, Pa. Back in 1932 when the first group of ten Wyomings came from Baldwin, they replaced twenty heavy N5 Mikados in fast freight work.

As early as 1935, the Lehigh Valley's steam roster of 554 locomotives included 340 with mechanical stokers and 148 with boosters. Just about every road engine including all 102 Pacifics had stokers.

I VISITED the 14-stall roundhouse at Packerton, Pa., just west of Lehighton and inspected the LV image in motive power. Smooth and bald smokebox fronts with centered headlights, bulging boilers, and even fatter Wootten fireboxes made many Mikados, Pacific, and Santa Fe types look like clumsy hippos on wheels. Valley designers had clearly believed more in operating efficiency than they did in good looks.

Only the fleet of 37 Wyomings and seven Pacific with Otto Kuhler-styled streamlining really looked handsome. Interestingly, the Pennsylvania Dutch influence of arched cab-windows, mainly seen on the Jersey Central the LV and Reading, seemed like a wasted touch of design art on most of the Lehigh Valley power but looked great on the 4-8-4's.

At the Packerton roundhouse two 2-10-2's stood coupled together and waiting to push symbol freight JM1 uphill to Glen Summit Springs on Wilkes-Barre Mountain. An engineman busied himself oiling around the running gear, but seemed glad to talk to me.

"Back in 1931," he said "two sample engines were bought, one from Alco and one from Baldwin. They did so well in tests that ten more were ordered from each builder the following year. Later we got 15 others which replaced N4 and N5 Mikados in fast freight work. Although Mikes are very good they could never do what 4-8-4's can."

I recalled having seen old builder's photos of 4-8-4's equipped with Bethlehem auxiliary locomotives (boosters) mounted on the rear tender trucks. However, none of the 4-8-4's that I had seen personally or photographed had them. I asked the engineer about them.

"They removed those tender boosters because they were no damned good," he said emphatically. "The steam lost pressure because it had too far to travel and the pipe connections often leaked. As an engine used up water from the tender the loss in weight lowered the booster's power. The worst part was that the booster engine powered only the center axle, while power for the other two axles was transmitted by small outside rods. This may be OK on a slow engine but it was terrible on fast 4-8-4's because the rods worked at all times, without being disengaged like the booster motor. Those rods had excessive wear and gave us plenty of trouble. We now use Franklin trailing-truck boosters."

My informant paused to dribble lube oil on a rod pinion and then wiped most of it off.

"When the new Wyoming came," he continued, "the Valley put on the NYB1, a hotshot freight to Buffalo. It carried only 25 to 30 cars and went over the mountains without a helper. Sometimes I caught that job off the extra board. One night really loused up the schedule, all because of those damn booster rods. About a mile west of Penn Haven Junction the fireman said he saw sparks flying from beneath the tender. I didn't want to stop, but had to.

"Well, an eccentric bearing was badly worn and the booster connecting rod glopped around loosely," he explained, gesturing. "I could have ignored it and kept going to protect the schedule but if the rod should fall off and go under the tender wheels or fly up and puncture the water tank, I'd really be on the carpet. For that reason I had to remove it.

"This created another crisis because we had no light to work by—it really gets dark in the Lehigh River gorge on a moonless night. I reported the trouble to Penn Haven over a nearby phone. The operator suggested backing to the tower where we'd have light. He let me back into the block; but in our haste no one on the engine thought to tell the men on our rear end what was happening.

"Back in the caboose the conductor wasn't willing to take chances. As his hack neared the block from which it had recently exited he swung a violent stop signal with his lantern which no one on the engine saw anyway. Then he slammed on the brakes in emergency. Pretty soon he appeared planting himself under my cab window and lecturing me, in cuss words about stupid engine crews.

High above the Wyoming Valley, Wilkes-Barre Mountain echoes to the 5219's exhaust coming over the mountain cutoff. The 4-8-4's high-speed horsepower potential becomes heavy dragging power, with 70-inch drivers and Franklin booster.

Originally built with three cylinders, this 1924 American Locomotive traverses the sweeping curve near Wyalusing, Pa.

"After he'd had his say, the brains calmed down. We explained the situation said how we were trying to save time. Finally, we got the rod disconnected after losing 90 minutes."

THE UNUSUAL usage of certain motive power types set the Valley apart from most other roads. Many Ten-Wheelers served as local freight power, while Pacifics often handled merchandise pusher assignments out of Packerton. In fact, the LV's 102 Pacifics probably pulled more freights than passenger trains. The fifty K5's, numbered 2100-2149, were built as speedy freighters with 73-inch drivers, a design that found favor on three roads competing for New York-Buffalo traffic: the Valley, the Lackawanna and Erie. The LV's husky K5's also became dual-service hogs with two being streamlined, and at times they even pulled the famous *Black Diamond*.

One of the oddest operations I ever witnessed occurred in handling heavy iron ore drags from the Pennsy connection at Mt. Carmel junction and up over Delano Mountain. The LV sent as many as four assorted Mikados and Santa Fe types for the long pull over stiff grades. When the train reached Packerton, guess which engine often pulled it down river to Bethlehem? Many times a K5 Pacific equipped with a booster did the job. My engineer acquaintance recalled a humorous incident that happened many years ago when he was braking an iron-ore drag downhill.

"We'd pass a secluded spot where youngsters spent hot summer days swimming in a cool mountain stream. Few kids bothered with formalities like bathing suits in those days and we'd get a kick out of seeing young naked bodies dive into the water. We went by very slowly, and one day I saw four or five nude teen-age boys climb aboard for a short ride. With a grin, I released the brakes and let her roll just fast enough so that the kids couldn't jump off. We passed through a town nearly a mile from the swimming hole and there slowed down and they leaped off. Later, we had many a laugh while conjecturing how those lads got back through the town to their clothes on the river bank."

In 1946, LV celebrated its 100th year, the mainline passenger trains had their engines decorated with red, white, and blue bunting and big *Centennial* placards up front. Steam still ruled all mainline routes; but the finale had already begun, for LV had two 5400 horsepower FT diesel locomotives hard at work pushing freights over the mountain grades. When passenger diesels came from Alco in 1948, the handsome streamlining came off the Pacifics. Some engine-service men said they liked the new diesels because it made their work much easier; but alas! many soon learned that with diesels their services were no longer needed.

The Valley became one of the first large American roads to achieve complete dieselization, a dubious honor that occurred September 14, 1951. The ten newest 4-8-4's, built by Alco only eight years earlier, were stored at Sayre shops for emergency use; but this effort lasted only 15 months and

Mighty Wyoming getting under way near Waverly, N.Y., has stoker and booster in operation. Road named its 4-8-4's after valley that's rich in anthracite.

West of Allentown, dual-service K5 Pacific 212 sets a killing pace through the valley. Note low-slung ashpan hopper, trademark of many LV engines.

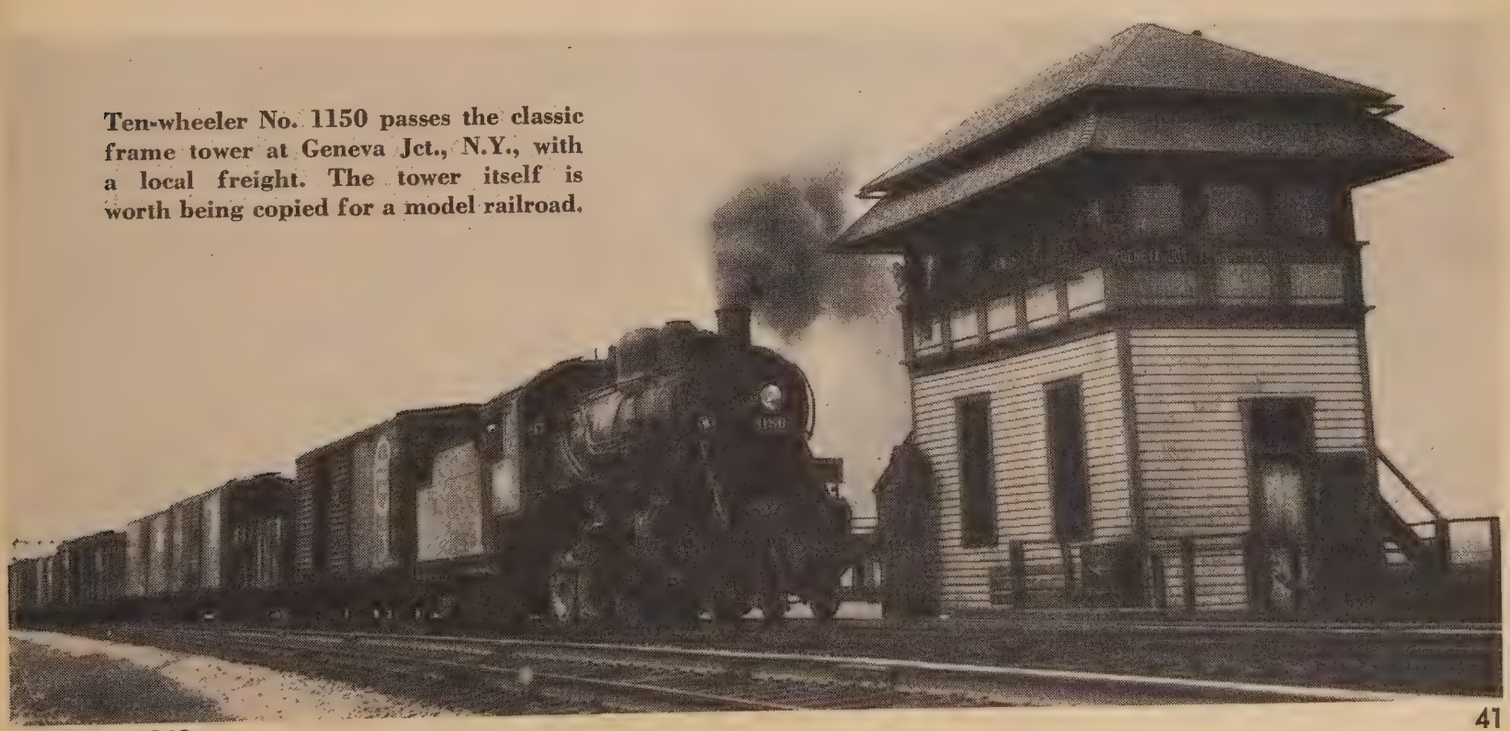
The action is fast and thunderous at Treichler, Pa., as a 4-8-4 slams past 2-8-2 No. 499.

Eastbound *Black Diamond* makes its late afternoon stop at Mauch Chunk, back in 1947. Today the engine, the train, and even the town name are gone, the town having been renamed for Indian athlete Jim Thorpe, who once lived there.

they quietly vanished. In line with long standing practice, the stored engines were separated from their tenders at Sayre.

When the word came to scrap them one employee said in disgust; "The top brass probably looked out and saw the engines without tenders and figured they were no good that way. Then they spied the tenders without engines and said that tenders were no good by themselves!"

The road's passenger service ended in 1961, and today the LV is only a faint shadow of its past glory. As the property of giant Penn Central it is operated practically as a secondary line managed by PC officials. ●



Ten-wheeler No. 1150 passes the classic frame tower at Geneva Jct., N.Y., with a local freight. The tower itself is worth being copied for a model railroad.

PROBLEM AT MUD CREEK

by "Waybill" Everett

A FEW days before Continental spudded in the first test oil well in the Bigtown field, young "Smitty" Blancett went down there as agent-operator for the Stony Island Railway. "Big Jim" Scheeley, now heading Scheeley oils, was then raising hogs on his Oklahoma ranches, which centered at Bigtown and stretched for thirty miles up and down the fertile valley of the Arkansas.

The day Smitty took over the office, Scheeley loaded out a car of Poland-China shoats for his Mud Creek Ranch, 15 miles up the river. While the agent was "fixing" the extra freight which had stopped to pick up the livestock, the gruff, ruddy stockman stamped into the office as if he owned the place. Without asking, he found blanks and made out the waybill and shipper's contract.

Smitty, anxious to make good, did not offend his biggest cash customer by quibbling over etiquette. He finished copying his order. Then he repeated it, filled in the clearance, and delivered it to the conductor.

By this time Jim Scheeley, having finished the papers, was shoving them across the table to him.

"Sign these, kid," he said. "I want to get out of this village before them hogs of mine die of sunstroke."

Now Smitty had several things to learn, one of them being that the wealthy stockman was as shrewd and tricky as a horse trader. The youth glanced hurriedly over the forms. Without observing that the space for "value of shipment" had been left blank, he signed for the company, tore off the shipper's copy, handed it to Scheeley, and hooked his own copy for filing later.

That first day was busy. There were orders to copy and deliver. There were questions to be answered—rates to and from places of which Smitty Blanchett had never heard in his three years of railroading. Searching tariffs, selling tickets, answering questions, and sending and receiving telegrams, he had no chance even to think of the waybill on a car of porkers.

Shortly before noon the village telephone rang. Smitty answered pleasantly, "Stony Island station."

"That you, Blancett?" queried a heavy voice at the other end.

"Yes, this is Blancett."

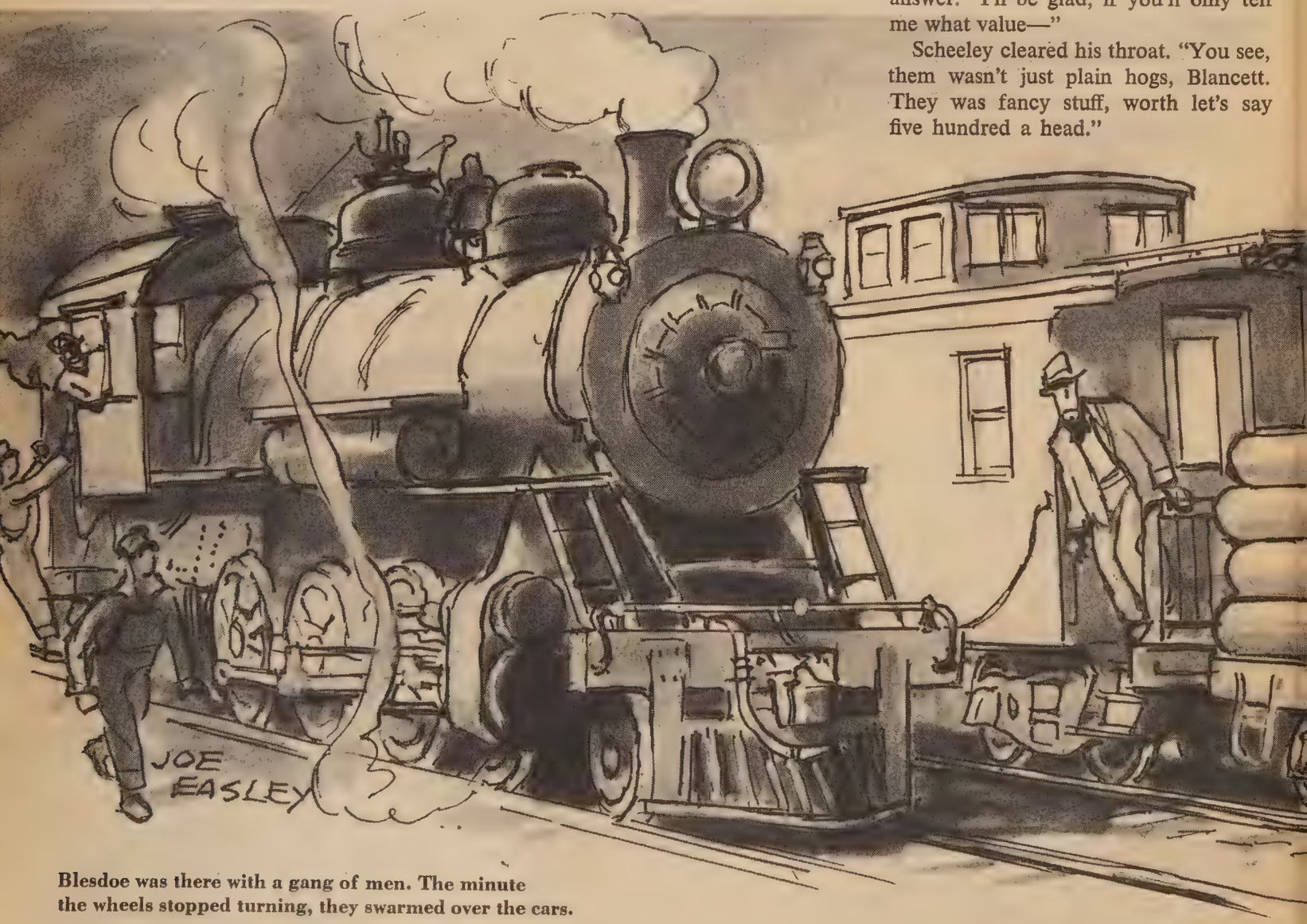
"This is Jim Scheeley. Do you remember that car of hogs I shipped out this mornin'?"

"Hogs? Oh, yes, Mr. Scheeley," said the agent. "Was something wrong?"

"Nothing in particular, only when I filled out that waybill I forgot to declare a value on the shipment. I wonder if you'd fix it up for me?"

"Of course, Mr. Scheeley!" came the answer. "I'll be glad, if you'll only tell me what value—"

Scheeley cleared his throat. "You see, them wasn't just plain hogs, Blancett. They was fancy stuff, worth let's say five hundred a head."



Blesdoe was there with a gang of men. The minute the wheels stopped turning, they swarmed over the cars.

"Five hundred dollars!"

"Yep, five hundred. Now, if you'll enter that value in the bill for me this time, I'll try to remember the little chore in future."

It didn't occur to Smitty at the time that the swine had already reached their destination or that their owner should be declaring a value which would boost his freight rate by several dollars. But Smitty was *very* busy. He arranged the papers, and in the blank space he wrote "$500.00 per head." Then he returned the papers to their hook, and that night he filed them.

TWO days later the Stony Island claim adjuster loped off the morning passenger train and barged into his office, demanding the bills on that car of Scheeley hogs. Smitty produced them from his file.

"Did *you* make out these papers?" the claim man inquired.

"No, sir, Mr. Scheeley did."

"Did he write this in here?" The adjuster pointed a pudgy finger at the clearly written "$500.00 per head."

"No, sir. Mr. Scheeley asked me on the telephone to enter the value, which he had forgotten to declare."

"Blockhead!"

"Who's a blockhead? Ain't the freight on five-hundred-dollar hogs a lot more than on ten-dollar hogs?"

"Yeah, an' ain't the loss an' damage on five-hundred-dollar hogs a lot more than on ten-dollar hogs?"

Smitty muttered, "I see."

"You will see by the time you get done answering correspondence. Two of them hogs died in transit. Scheeley has filed a claim for one thousand dollars."

"One thousand?" Smitty gasped.

"That's right." The agent drew a circle around the accusing "$500.00 a head." "Mr. Scheeley," he said, "is one of this road's best customers, but he is crooked. You're the third new man he's pulled this value trick on."

"Is that so?"

"Yes. You see, he makes out his own waybills. Unless the agent pins him down and makes him declare the value of the stuff before accepting it, Scheeley omits that little detail until the hogs arrive at destination. If they come through okay, he lets them ride at the regular ten dollar valuation and saves the excess freight. But if some die of heart failure, he promptly calls up the new agent, declares them as high-class stuff, and sticks us for damages."

Smitty gasped. "Why don't you take the case into court?"

"And lose his business? No, sir! If our agents would check up on these contracts before signing, no such action would be necessary."

The claim adjuster took the next train back to headquarters. Later, Smitty learned, he compromised with the shipper, and the company paid out $500 for two shoats worth less than $20. Jim Scheeley pocketed the money, bought a pair of fancy Poland-Chinas to replace the scrubs he had lost, and watched for a chance to catch another new agent napping.

An indignant super gave Smitty ten brownies for signing a receipt not prop-

erly made out and threatened to fire him for altering it after the shipment had arrived at destination. Smitty accepted the demerits, and watched for a chance to get even with Big Jim Scheeley. The chance did not come until about a year later.

IT WAS a torrid noon in July. The mercury stood at 110 on the north side of the depot. Not a breath of air was rustling the cottonwood leaves in the Arkansas bottoms.

Smitty sat at his table wiping sweat off his face, listening to the click of his instruments and watching the forest of oil derricks rising within range of his bay window. He wondered when some old head would get wise and bump him off this job, now rapidly becoming one of the best on the Oklahoma Division.

An extra freight pulled down the mainline with a car of hogs next to the engine—sleek, well-fed Poland-Chinas like those Scheeley raised on his ranches. The train jostled to a stop. The head brakeman pulled the pin behind the hogs and backed the car into the stock track. A moment later the conductor came with the waybill and pitched it in through the open window.

"Scheeley stuff?" queried Smitty.

"Yeah. Picked it up at Mud Creek a couple of hours ago. Pretty damn hot weather to be shippin' hogs."

Sitting in the shade, the conductor fanned himself with his timetable. Smitty reported the extra in. The dispatcher asked him when they'd leave.

"Soon as we get all these hogs set out," the conductor told him.

The brakeman spotted the car and walked up to the station while the engineer was pumping off the brakes.

"There'll be hell to pay when Old Man Scheeley finds out about *that* car of hogs," he said disgustedly.

"Why so?" Smitty asked.

"Looks like half of 'em's down in the car; and if I'm a judge of live-stock, they're not butcher stuff, either."

Smitty opened the waybill. Big Jim had made it out but hadn't put a value on the shipment. The youth grinned and reached for the telephone. He called the agent at Mud Creek, a relief man who had come down the day before, and warned him to make no changes in the bill. Then, grabbing his hat, he hurried down to the stock pens. Scheeley had not come with the hogs, but his hired hands were unloading them—that is, those able to walk out.

Sixteen animals were stretched out pathetically in the trampled straw—handsome Poland-Chinas, the prime of Big Jim's registered herds. Without saying a word to Scheeley's men, Smitty hurried back to his office. He was aware that technically, unless the shipper had declared a greater value, they would be valued at not to exceed $10 per hundredweight; but to protect his company, the youth determined to get to Scheeley before the ranch owner heard from his own men. He put in a call for the ranch. Big Jim himself answered.

"I'm sorry to bother you, Mr. Scheeley," the agent apologized, "but I notice you forgot to declare a value on those hogs you sent down from Mud Creek this morning."

Smitty could hear the papers rustling on Scheeley's desk and feel the tension in the voice which replied: "I sure did, didn't I? Now, that's too bad—"

"Oh, it's nothing, Mr. Scheeley. Only a matter of form. If you'll give me the value now, I can enter it in the blank before I file it."

A few seconds later the stockman spoke again. "The hogs arrived yet?"

"Oh, yes, twenty minutes ago."

"Have the boys got them unloaded?"

"Yes, they're unloaded." Smitty didn't add, "The live ones are."

Big Jim cleared his throat. "I reckon you can enter 'em at the usual rate—not to exceed ten dollars per hundredweight. You see," he added, "them was just plain hogs."

Smitty said: "Oh, thank you, Mr. Scheeley. Sorry to bother you."

He snapped the receiver on the hook and entered the value in the waybill, "Not to exceed $10 per cwt." Then he called the Mud Creek agent, told him to fix his copy to correspond, and awaited developments.

TWO hours later. Scheeley's high-powered coupe pulled into the platform. The stockman got out and came striding into the office.

"Hogs! Oh, yes!" The agent smiled pleasantly. "Now wasn't that a shame? You know, I forgot to tell you—"

Big Jim was harsh. "Did you value that load at ten a hundred?"

"Certainly! That's what I—"

"You get hold of the bill and fix it up for me right now, will you?"

"How you mean fix it?"

"You know what I mean, Blancett. Then hogs was prize stuff worth a thousand dollars a head. Sixteen of 'em died in the car because your damn train didn't come to pick them up until two hours after they was loaded."

Smitty was sympathetic.

"I'm sorry, Mr. Scheeley, but you yourself put a value not to exceed ten dollars per hundredweight on them. I wrote that in the bills at your request. If they were worth a thousand dollars a head, you should have declared that value and paid the rate accordingly."

"Don't preach sermons, young man. You get that bill and make the change I told you. Them hogs was worth a thousand—"

"Mr. Scheeley, I entered the value you declared into those contracts. It is written in both my copy and the one on file in the Mud Creek office. If you want it changed, you may take it up with the general office."

Big Jim had often crowed about putting things over on the Stony Island Railway. He enjoyed the sport, but when a runty little station agent turned the joke, he got real mad. He threatened to boycott the Stony Island and to get Smitty fired. But the youth was not afraid.

In the course of time, Mr. Scheeley put in a claim for $16,000. Rather than lose his business, the claims department offered him a nice compromise settlement. Big Jim refused their offer. He took the case to court and lost it, and the Stony Island paid him $206.40 for a lot of fancy Poland-Chinas worth thousands.

The stockman fumed and fretted as if the railway had taken his last cent. He quit shipping over the Stony Island. He swore he'd run Smitty Blancett and his railway out of Oklahoma. He might have done so, too, had it not been for the oil boom sweeping up the valley.

WITHIN two years Bigtown grew from a farm village to a buzzing oil city. An old head bumped Smitty off the Bigtown agency, and he in turn bumped into Mud Creek.

Meanwhile, Big Jim had turned from hogs to oil. He organized the Scheeley Corporation and became its aggressive head. In oil as in hogs, shrewdness and sharp dealing combined with luck to make him an industrial baron.

Stony Island freight solicitors implored the big fellow to divide his business with them. But Scheeley didn't. Along with other oil interests, he moved up the valley to bring in the Mud Creek field. There they had to ship over Stony Island or else by truck over dirt roads from Bigtown and Westland Junction. The Texas, the Continental, and the other oil concerns patronized the railroad, but Big Jim

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Scheeley continued to route his business by trucks.

Spring came. Already the former stockman had brought in two gushers on his Mud Creek ranch, and the drill was almost to the sand in No. 3. He postponed sending in material to take care of the well, because the spring rains had set in, turning the valley into a morass. He kept waiting for the sky to clear and the roads to dry, but the deluge continued.

At length on a Thursday morning, aware that his material must be on the ground by Saturday afternoon, he wired a rush order into the city for seven cars of pipe and other accessories, Instead of ordering it shipped direct over the Stony Island, had it routed over a rival road to Westland Junction and there turned to Stony Island for the final 40-mile haul into Mud Creek. This routing delayed the shipment a whole day.

Early Saturday morning he awoke to the fact that his prejudice had gotten him into a tight spot. His well would come in within 24 hours, but there was nothing on the ground to handle it. The cars were then coming into Westland Junction. In the routine course of handling they would not reach Mud Creek until Monday.

That was too long to wait. So he called Division Superintendent Gardner, explained his predicament, and asked for special handling.

Thinking he saw a chance to regain Scheeley patronage, Gardner phoned the chief dispatcher. The chief located the cars, but instead of leaving them in Westland Junction for Monday's local, as he would ordinarily have done, he ordered them picked up that forenoon on an extra freight.

That took care of the haul but not the handling at Mud Creek. Not one of the officials remembered that Mud Creek was catering to an oil boom with hick-town facilities. Nobody checked to see whether there was a track on which to put the Scheeley cars.

THE *first* that Smitty knew of the shipment was when Scheeley's local manager burst into the office and asked: "When will those supplies of ours be in here, Blancett?"

Smitty's brows went up "Supplies?"

"Mr. Scheeley has seven cars of oil-well supplies coming in here this afternoon. I want to know when to expect them."

Smitty, still the obliging agent, responded: "Just a moment, Mr. Bledsoe. I'll find out."

He tickled the brass on the dispatcher's wire and read the reply.

"It's on an extra coming in from the west, Mr. Bledsoe," he announced. "Should be in here toward the middle of the afternoon."

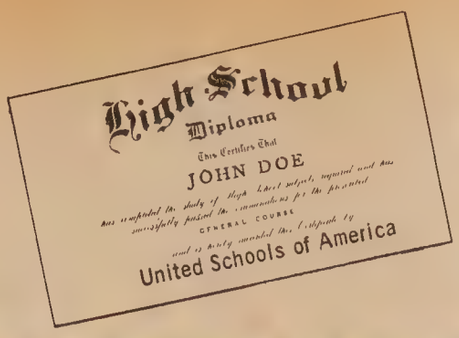
The manager beamed. "Fine! When it shows up, have it spotted where we can get to it, and then call me."

"Spotted nothing!" the agent said. "There's no room in this town to even set out a car, much less spot one."

"No room!"

"Take a look!" Smitty pointed out the window. Spring rain slanted from leaden skies over three short storage tracks, full to the switches. "Those tracks were built to hold 90 cars. There's 97 in them right now. We couldn't put in *one* more, much less seven."

"Listen, agent!" Bledsoe was serious now. "I've got an oil well coming in tonight and I need stuff to take care of it. If you can't spot those cars in



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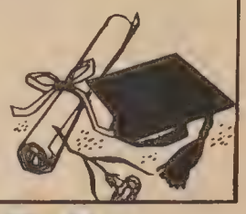

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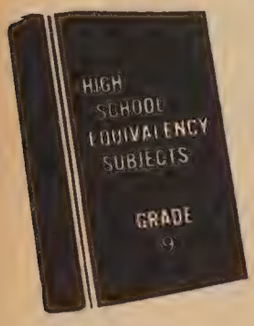

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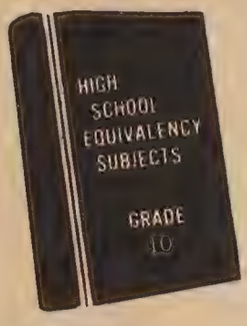

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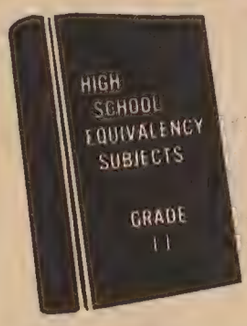

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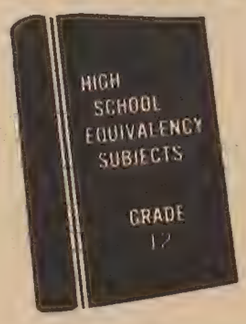

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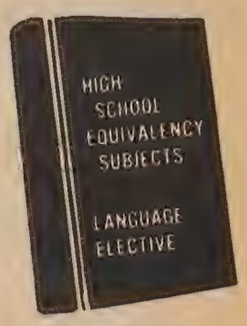
- Psychology
- Chemistry
- Economics
- Civics



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your house tracks, then spot them on the mainline or the pass."

"The Interstate Commerce Commission would not permit that, sir."

"Then move out some other cars to make room for my stuff. I tell you I must have it tonight."

"Mister," said Smitty, "there's not a single car in them tracks I can move out. Number three has 32 oil cans for the Texas Company. They won't get out of here until the branch line local this afternoon, but they have to go on it. The house track is full of merchandise and oil-well supplies for other people. The consignees are not rushing to unload it, but that doesn't authorize me to cart it out of town."

Bledsoe was listening impatiently.

"The team track," Smitty went on, "has 16 cars of supplies for those new Continental wells. They've been howling their heads off because the stuff wasn't here yesterday, but so far they've not turned a hand toward getting it out of the cars. The best I can do for you is to let the extra take your stuff into Bigtown and backhaul it sometime tonight."

THE LOCAL manager got in touch with Mr. Scheeley. Big Jim called the superintendent. Mr. Gardner, in turn, called Smitty.

"Will you please explain, Mr. Blancett, why you can't take care of that Scheeley shipment?" the super asked.

Smitty explained in detail, enumerating from his switch lists the 97 cars he had on his tracks.

"But," Mr. Gardner cut in, "there must be *some* way for this shipment—"

"We might shove some cars off into the Arkansas River," Smitty cut in.

"Don't be funny, young man," the super reproved. "This is serious. If I recall correctly, you were instrumental in losing us this Scheeley business in the first place. You should be using your genius to help regain it."

"Mr. Gardner, there are only two ways to unload this stuff this afternoon. The first one is to set it on the passing track."

"Out of the question, sir."

"The other way is to let the extra switch out seven cars of some other shipper's stuff and haul it to Bigtown."

"That, too, is out. We can't offend our other customers."

"Then it looks like the Scheeley shipment goes to Bigtown and comes back after the branchline local takes out these Texas tanks."

"That delay may cost our company thousands in badly needed revenue, Mr. Blancett. We can't stand a delay."

"Perhaps you know a better way?"

"That, Mr. Blancett, is *your* problem. I expect you to solve it. Good-bye!"

Smitty was in a tight spot. He had been in disgrace ever since he offended the big shipper. Everybody from general manager on down to gandy dancers had been blaming him because Jim Scheeley quit shipping over the Stony Island. If he failed to take care of this shipment now, they'd swear he mishandled it purposely to spite Scheeley. In that case, he might as well pack his suitcase and start walking.

So he got busy trying to make room in his yards for seven cars. First he called up the Texas people and tried to talk them into accepting 25 tanks instead of 32. But they needed 32 tanks, not 25. If the Stony Island would not deliver them, they'd find a railroad which would.

He next called the Continental and urged them to unload their cars on the team track before 2:30 p.m. The Continental manager curtly said there was no rush. He had a whole day before demurrage started, and he'd unload the stuff when he needed it.

Then Smitty went over the other stuff, car by car. Two merchandise cars could be unloaded before 2:30 if he had help. There was one car of cottonseed meal which the consignee would not unload until Monday. Smitty might send it and the empties to Bigtown if the brass collars would let him; but even that would not help much, for then he couldn't put away seven cars.

SHORTLY before noon it became apparent that, barring delay, Extra 962 with the Scheeley shipment would take siding at Mud Creek for No. 5, the westbound local passenger.

Smitty called the dispatcher, explained the situation, and suggested that he be authorized to hold the extra in the passing track while the Scheeley people unloaded their seven cars.

"Nothing doing!" the dispatcher retorted. "The crew in charge of that extra doubled out of West End, and they're on short time against the hog law. Unless they come in here ahead of Number 6 I'll have to send out another crew to bring them in. If they fool around Mud Creek unloading oil-well pipe they'd never make it in."

It was 1:05 when Smitty hung up. Determined to pass the buck to somebody else, he decided to go over the dispatcher's head. He called the superintendant's office. The chief clerk was

out to lunch and Superintendent Gardner had gone, nobody seemed to know where.

Smitty listened in on the wire. Billings, twenty miles west, put the extra through at 1:15. The time they had made coming over, they should be in the clear at Mud Creek by 2:15; and No. 5 was not due there until 2:40. That would give them twenty-five minutes to wait in siding.

The harassed agent called the Scheeley manager. "Can you drop down to the station a minute? I've figured a way to get that stuff of yours unloaded if you can do a hurry-up job."

"I'm on my way," the manager flashed back. "We need that stuff."

Five minutes later Mr. Bledsoe dashed into the office with water streaming off his yellow slicker.

"What you got on your chest?"

"Mr. Bledsoe, how long would it take to unload those seven cars of pipe?"

"Depends on how many men I use."

"Can you rake up enough to unload it in fifteen minutes, or twenty?"

"That's mighty short time, kid, I've been in the oil game fifteen years and I've never yet seen seven cars of pipe unloaded in twenty minutes, but if I've got to do it to get my pipe, I will."

SMITTY didn't breathe a word of his intentions to the dispatcher. He knew DS would not only refuse but would positively order him not to try it. He did drop a hint to the train crew.

Engineer Reynolds of the extra was a friend of Smitty's. The operator knew he could depend on him for full co-operation. In order to make sure the hogger did not kill time coming over, he wired him at Gravens:

"If you are making Mud Creek for Number 5, get in the clear as quickly as possible. Stop seven Mud Creek cars east of east team track switch. Will explain later. Smitty."

Having made the arrangement and authorized Bledsoe to gather his crew of laborers, the agent was scared. It seemed that seven cars could possibly be unloaded in less than a half hour. If they failed to make it and held up the extra—Smitty hated even to think about it.

When the freight came to Gravens, he called the dispatcher and asked for a few minutes off. Jumping into his slicker, he raced through rain to open the passing track switch.

Although engineer Reynolds had no idea why the agent had sent him the message, he came down on the switch like he was going to a fire. Smitty already had it open and was giving him the come-on. As he rumbled through, the operator caught the steps and dashed excitedly into the cab.

Smitty cried: "Hurry up, get in the clear, and spot seven cars of pipe down there by the team track."

"What's eatin' on you, anyhow?" growled the hogger.

Smitty explained briefly.

"Mean to say you're gonna unload seven cars while we're waitin' for the varnish!"

"We'll *try*," Smitty grinned.

Reynolds stopped the train as directed. Bledsoe was there with a gang of men. The minute the wheels stopped turning, they swarmed over the cars, shouting, laughing, and singing in the rain. Some fixed up skids to run the pipe down to the ground. Others pried out the stakes and tore the binder wires off of them.

By the time the brakeman had the engine cut off and was running down to the tank for water, laborers were skidding those thirty-foot lengths of pipe down to the cinders and piling them in neat ricks beside the tracks. Smitty trotted back to his post. Minutes ticked by. The freight engine took water and came back on the train.

Smitty watched the unloading. The high ricks of pipe melted down like snow beneath a forest fire, and the piles on the ground rose higher. He'd been praying that No. 5 might be late this afternoon; but when the job was three-fourths done, a smudge of black appeared on the leaden skyline to the east. The train was coming in "right on the advertised."

A few minutes before she was due, the freight conductor blustered into the office. He said in words of one syllable that he was on short time against the hog law. He expressed his opinion of a damn fool operator who'd try to unload a train while it was pulling through a passing track, and swore that if he was delayed somebody would get fired for it.

NUMBER 5 whistled for the milepost at 2:37. Smitty gave an apprehensive glance through his window. There was still a low pile of pipe on each car. But when, a couple of minutes later, the passenger train came gliding down past the station, the last lengths were going into the piles along the track and the men were walking away from the empty flatcars.

While Smitty was signing his express receipts, Superintendent Gardner and Big Jim Scheeley came down where he was working. Both were excited and out of breath.

"Did you set out those cars here, Blancett?" the super bellowed.

"No, sir," Smitty replied quietly. "I didn't have any place to set them."

"Then hold that train!" yelled Scheeley. "Stop it, I say! We're getting that pipe off here this afternoon."

"Don't get excited, Mr. Scheeley," soothed the agent. "I have already attended to that. All of your pipe has been unloaded."

"*Unloaded!* I thought you said—"

Smitty explained briefly that he had arranged to have the cars emptied while the train waited here in siding. "It appeared to be the only way to handle the matter without delaying the shipment, gentlemen," he said.

The superintendent and the oil head looked at each other in amazement. Then Mr. Gardner burst out laughing. He slapped Smitty's shoulders with a wet, heavy hand and said proudly:

"Now, that's commendable, young man. I'll have your personal record credited with 15 merit marks for ingenuity in thinking up this plan to protect our patron's interests."

Big Jim added with a grin: "I'll see that Stony Island gets a good share of my business hereafter." ●

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A rather long train order comes from E. J. Quinby, founder and honorary president of the Electric Railroaders' Assn. Issued by the B&O at Dayton, Ohio, on April 29, 1966, it is addressed to "C. & E. Extra 4646 South at Pigeon Crossing" and reads as follows:

You have in your train ATSF 307171 Pullman Standard covered hopper. Must maintain a speed in excess of 20 twenty miles per hour on 6 six degree curve or sharper curve. If not being able to maintain a speed greater than 20 twenty miles per hour must reduce speed not to exceed 10 ten miles per hour. Train and eng. crew will observe this car frequently en/route and where excessive rocking is noted should promptly reduce speed to below 10 ten miles per hour. There is a 6 six degree curve or sharper curve on Nos. 1 and 2 two tracks first curve north of Dayton and union tracks Dayton.

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			Arcade & Attica Railroad						
—	14	—	Baldwin	—	4-6-0	24,800	142,500	1917	1
—	18	—	Alco	—	2-8-0	28,400	130,000	1920	2
—	110	380	GE	44-ton	B-B	26,400	88,900	1941	
—	111	380	GE	44-ton	B-B	26,400	88,000	1947	
			Bath & Hammondsport Railroad						
—	D-1	400	GE	44-ton	B-B	26,400	89,000	1949	
—	D-2	200	Plymouth	JDT	B	15,000	51,000	1959	3
—	D-3	400	GE	44-ton	B-B	22,000	88,000	1950	4
			Brooklyn Eastern District Terminal						
—	21	660	Alco-GE	S1	B-B	59,400	198,000	1947	5
—	22-24	660	Alco-GE	S1	B-B	59,400	198,000	1947	6
—	25	660	Alco-GE	S1	B-B	59,400	198,000	1946	7
			Buffalo Creek Railroad						
—	40-41	600	GM-EMC	SW	B-B	?	?	1939	8
—	42	600	GM-EMD	SW1	B-B	?	?	1940	9
—	43	660	Alco	HH 660	B-B	59,400	198,000	1940	10
—	44	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
—	45-46	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
—	47	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	48	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11
—	49	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11
—	50	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11
			Bush Terminal Railroad						
—	1-7	300	GEIR	—	B-B	9,750	100,000	1931	12
—	88	500	GE	65-ton	B-B	48,000	160,000	1943	13
—	89	500	GE	65-ton	B-B	48,000	160,000	1945	14
			Central Vermont Railway						
GR-12c	1500, 1502	1200	GM-EMD	SW1200	B-B	36,000	248,380	1955	15, 16
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	53,000	226,790	1956	16, 17
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	249,270	1954	16,18
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	44,000	244,940	1957	16, 19
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	44,000	251,540	1957	16
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	44,000	251,080	1957	16
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	16
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	16
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	16, 20
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	229,700	1951	16, 21
			Dansville & Mount Morris Railroad						
—	1	300	GE	44-ton	B-B	26,400	88,000	1956	
			Fonda, Johnstown & Gloversville Railroad						
—	20	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
—	21	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
—	30	380	GE	44-ton	B-B	26,400	88,000	1941	22
			Genesee & Wyoming Railroad						
—	20	500	GE	80-ton	B-B	48,000	160,000	1944	23
—	21	500	GE	80-ton	B-B	48,000	160,000	1945	24
—	22	500	GE	80-ton	B-B	48,000	160,000	1945	25
—	25	1000	Alco-GE	RS-1	B-B	72,000	240,000	1952	
—	30	1000	Alco	RS-1	B-B	72,000	240,000	1955	
—	35	1000	Alco Pr.	S4	B-B	69,000	230,000	1958	
—	36	1000	Alco-GE	S4	B-B	69,000	230,000	1953	26
—	42	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	27
—	43	1000	Alco-GE	RS-1	B-B	72,000	240,000	1949	28
—	44	1000	Alco-GE	RS-1	B-B	72,000	240,000	1950	28
			Greenwich & Johnsonville Railway						
			Owns no locomotives. Delaware & Hudson trains use its lines						
			Lake Champlain & Moriah Railroad						
			Owns one locomotive, the specifications of which are unknown to us.						
			Lehigh & Hudson River Railway						
—	1-3	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	29
—	4-9	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	29
—	10-11	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	29
—	12	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	
—	13	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	
—	21-22	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1963	
—	23-24	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1965	
—	25-26	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	
—	27-29	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	
			Livonia, Avon & Lakeville Railroad						
—	10	380	GE	44-ton	B-B	22,000	88,000	1948	30
—	17	—	Baldwin	—	2-8-2	?	?	1919	31
—	38	—	Baldwin	—	2-8-0	?	?	1927	77
—	97	300	GE	45-ton	B-B	22,500	90,000	1941	32
			Lowville & Beaver River Railroad						
—	1947	380	GE	44-ton	B-B	26,000	88,000	1947	
—	1950	400	GE	44-ton	B-B	26,000	88,000	1950	41
			Massena Terminal Railroad						
—	8	660	Alco-GE	S1	B-B	59,700	198,000	1940	43
—	11	1000	Alco-GE	S4	B-B	?	?	1951	
—	12	1000	Alco-GE	S2	B-B	?	?	1941	
—	13	600	Alco	HH 600	B-B	?	?	1936	42

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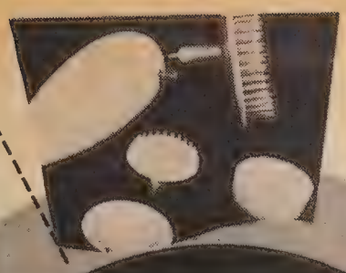

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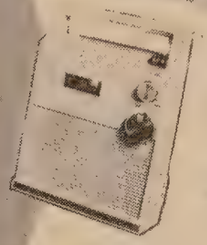

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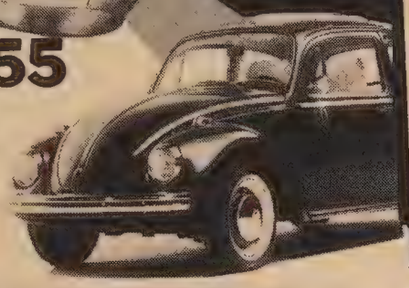
VOLKSWAGEN $955
Good used buys too. One year old Volkswagen $1080 two years old $955 others low as $400. Excellent condition guaranteed. Choice of colors too.



YOU CAN BUY ONE AT A TIME

Examples: One Combination Lamp-Radio $6.80 Postpaid to you from foreign factory. One full length Mink Coat $305. Air Postpaid from Scandinavia. 100's more bargains.

OR

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Prices cut even deeper on larger orders. Examples: Lamp-Radio $5.95 in quantity, Mink Coat $278. Big demand from stores, premium buyers, wholesalers, friends, Mail Order.

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"We are now operating at the level of $10,000 sales per year. I am still working at my regular job and doing importing on the side. It has helped me to buy a new car and we are now considering buying a new house."
Mahlon Rissler, Pennsylvania

HOUSEWIFE AVERAGES $30.00 A DAY
"I am making from $25.00 to $35.00 a day and at the same time, keep a close watch at my house and my seven children."
Mrs. E. F. Garza, Texas

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"My first day sold $158.85 and found it quite easy. Thank you sincerely for giving me the chance of being an I.T. Member."
W. Kuystermans, Canada

HUSBAND-WIFE OPEN GIFT SHOP
"My wife and I have opened our own gift and novelty shop with great success. We now have a large selection of beautiful imports from several countries. Our first big deal was when we received an order for $400.00 worth of cypress lamps." A. J. Call, Florida

TRUCK DRIVER BECOMES WORLD TRADER
"Starting three years ago, I now have succeeded in obtaining 285 working agents around the free world and have given up my former profession of driving a truck and have gone into world trade on a full time basis. Have sold to date just under 12,000 Multi-Blade Scrapers." S. N. Diezel, California

$1000.00 A MONTH PROFIT
"Thank you for helping me get started in import-export business. From August 1, to December 31, my gross profit is $5,050.00 in importing transistor radios."
Albert Sergio, Pennsylvania

WOMAN SELLS $1,000.00 JEWELRY
"In one month I sold over one thousand dollars worth of jewelry. Most of it came from Spain and other parts. Also over five hundred dollars in cosmetics and an order for three hundred electric shavers from Switzerland."
Beatric Wood, Hawaii

500% PROFIT ON PERFUME
"I just received word from my exporter in France that my shipment of perfume was mailed. This order is for $40.00 my cost and will give me a gross profit of not less than $200.00."
Thomas H. Medlin, Oklahoma

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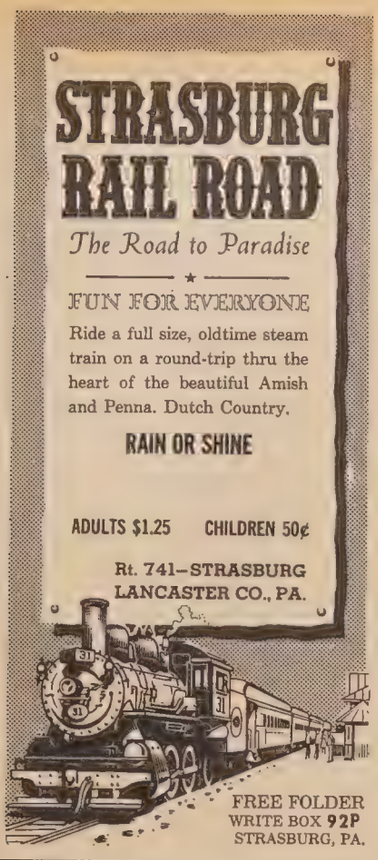
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Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
			Middletown & New Jersey Railway						
—	1	380	GE	44-ton	B-B	26,400	88,000	1946	44
—	103	—	Baldwin	—	2-6-2	16,500	89,000	1925	45
			Napierville Junction Railway						
RS-15	4050-4051	1500	MCGE	RS-2	B-B	53,000	246,400	1950	
			New York Connecting Railroad						
			Owns no locomotives. Penn Central trains use its lines.						
			New York Dock Railway						
—	51-53	400	GE	50-ton	B-B	31,050	103,500	1951	46
—	54-55	400	GE	50-ton	B-B	31,050	103,500	1951	
			Niagara Junction Railway						
			Owns nine locomotives, the specifications of which are unknown to us.						
			Norwood and St. Lawrence Railroad						
—	10-11	600	GE	70-ton	B-B	41,280	140,000	1956	
			Ogdensburg & Norwood Railway						
—	1	1000	Alco-GE	S2	B-B	69,000	230,000	1950	47
			Skaneateles Short Line Railroad						
—	6	400	GE	44-ton	B-B	26,400	88,000	1950	
—	7	300	GE	45-ton	B-B	30,000	90,000	1959	
			South Brooklyn Railway						
—	12	600	GE	70-ton	B-B	41,280	137,600	1948	48
—	13	600	GE	70-ton	B-B	41,280	137,600	1946	49
			South Buffalo Railway						
—	?	650	Whitcomb	65-ton	B-B	37,500	130,000	1943	50
—	?	650	Whitcomb	65-ton	B-B	37,500	130,000	1943	51
—	?, ?	650	Whitcomb	65-ton	B-B	37,500	130,000	1944	52
—	?	650	Whitcomb	65-ton	B-B	37,500	130,000	1944	53
—	44 (1st)	650	Whitcomb	65-ton	B-B	37,500	130,000	1944	54
—	?	650	Whitcomb	65-ton	B-B	37,500	130,000	1944	55
—	45 (1st)	650	Whitcomb	65-ton	B-B	37,500	130,000	1944	56
—	40-45 (2nd)	900	Alco Pr.	S6	B-B	?	?	?	
—	50-58	600	Alco	HH 600	B-B	?	?	1937	57
—	59	600	Alco	HH 600	B-B	?	?	1937	57
—	60-63	660	Alco-GE	S1	B-B	?	?	?	
—	70	900	Alco	HH 900	B-B	?	?	1937	57
—	71-90	1000	Alco-GE	S2	B-B	?	?	?	
—	91-99	1000	Alco-GE	S4	B-B	?	?	?	
—	100-103	1000	Alco-GE	S2	B-B	69,000	230,000	1945	58
—	104	1000	Alco-GE	S2	B-B	69,150	230,500	1944	59
—	105	1000	Alco-GE	S2	B-B	69,000	230,000	1949	59
—	106	1000	Alco-GE	S2	B-B	69,000	230,000	1943	59
—	107	1000	Alco-GE	S2	B-B	69,000	230,000	1942	59
—	?, ?	1000	Alco-GE	S2	B-B	57,500	230,000	1946	60
—	?, ?, ?	1000	Alco-GE	S2	B-B	57,500	230,000	1948	61
—	?, ?, ?, ?	1000	Alco-GE	S4	B-B	57,650	230,600	1953	62
			Southern New York Railway						
—	5	?	GE	40-ton	B-B	20,000	80,000	1922	63
—	300	?	GE	50-ton	B-B	25,000	100,000	1936	64
			Staten Island Rapid Transit Railway						
SG-1	8800	400	GE	65-ton	B-B	32,775	131,100	1943	69
SA-3C	9005	1000	Alco-GE	S4	B-B	57,500	230,000	1953	66
SA-3C	9011-9012	1000	Alco	S4	B-B	57,500	230,000	1955	66
SA-3	9026-9033	1000	Alco-GE	S2	B-B	57,500	230,000	1943-4	67
SA-3C	9135	1000	Alco-GE	S2	B-B	33,700	241,700	1949	68
			Wellsville, Addison & Galeton Railroad						
—	300	?	GE	50-ton	B-B	25,000	100,000	1936	64
—	1200,1300	960	GE	125-ton	B-B	62,500	250,000	1937	70
—	1400, 1600, 1800	1000	GE	132-ton	B-B	66,000	264,000	1939	71
—	1500, 1700	1000	GE	132-ton	B-B	66,000	264,000	1940	72
—	?	1500	GM-EMD	F7A	B-B	?	?	1952	74
—	?	1500	GM-EMD	F7B	B-B	60,000	245,000	1950	75
—	2000	1500	GM-EMD	F7A	B-B	?	?	?	76

Notes on N. Y. State Shortlines

These rosters are based on data from SSL's gen. mgr., Pittsburgh Plate Glass's plant traffic & order mgr., the A&A, Quaker Oats mgr., BEDT's master mechanic, Detroit Steel's gen. traffic mgr., Preston W. Duffy & Son, The M. D. Friedman Co.; CSS&SB's superintendent, Buffalo Creek's mechanical supervisor, BT's master mechanic, El Lilly's mgr. of materials and operations, G&W's supt. of equipment, LA&L's vice pres.-operations, LC&M's president, L&BR, D&H's chief mechanical officer, PC's gen. mgr., NYD's comptroller, N&SL's president, O&N's president, Geo. R. Silcott, Rochester Gas & Electric's asst. div. supt. of electric and steam production, the BM, M&NF's chief clerk, Black River & Western's gen. mgr., Striegel Supply & Equipment, and the ED&W. Accurate as of the first quarter, 1969.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length of less than 400 miles. (Actually, the Long Island Rail Road falls in this definition, but because of its importance we are running its roster separately.)

Locomotive builders: Alco, American Locomotive Co.; GE General Electric Co. Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; GEIR, American Locomotive Co.-General Electric-Ingersoll Rand; WH, Westinghouse Electric & Manufacturing Co.; BW, Baldwin-Westinghouse; FM, Fairbanks Morse; MCGE, Montreal Locomotive Works-Canadian General Electric.

(1) A&A 14 was originally Escanaba & Lake Superior 14, then A&A 14, class 10-32D, with 19x26" cylinders, 58" drivers. 180 psi boiler pressure.

(2) A&A 18 was originally Charcoal Iron Co. ?, then Newberry Lumber & Chemical 18, then Boyne City RR. 18, then A&A 18. It has 175 psi boiler pressure, 18x24" cylinders, 44" drivers.

(3) B&H D-2 was sold to Geo. R. Silcott, then to Quaker Oats Co., not numbered.

(4) B&H D-3 was originally Nashville, Chattanooga & St. Louis 103, then Louisville & Nashville 3103, then Preson W. Duffy 3103, then Geo. R. Silcott 3103, then B&H D-3.

(5) BEDT 21 was originally Union 453, then BEDT 21 (10/62).

(6) BEDT 22-24 were originally New Orleans & Lower Coast 9013-9015, then NO&LC 6604-6606, then Geo. R. Silcott 6604-6606 (3/28/63, 4/4/63, 3/28/63), then BEDT 22-24 (3/63).

(7) BEDT 25 was originally Erie 307, then Erie-Lackawanna 307, then BEDT 25 (11/67).

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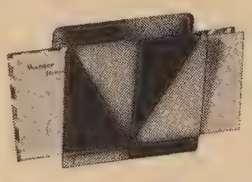

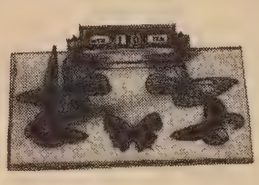

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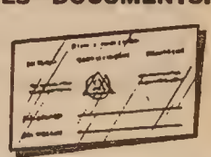

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(8) BCK 40-41 were sold to Detroit Steel Co., numbered 111-112, then sold to Preston W. Duffy & Son (2/24/69), shipped to M. D. Friedman Co., and scrapped.
(9) BCK 42 sold to Chicago South Shore & South Bend, renumbered 601.
(10) BCK 43 sold to Relco (12/13/66).
(11) BC 48-50 were originally Delaware & Hudson 3002, 3006, 3005, then BCK 48-50 (1/56, 1/56, 8/56).
(12) BT 1, 3, 6 were scrapped.
(13) BT 88 purchased second-hand from U.S. Army.
(14) BT 89 purchased second-hand from U.S. Marine Corps, camp LeJuene, N.C.
(15) CV 1500, 1502 were originally Grand Trunk Western 1505, 1507; then GTW 1200, 1202 (1956), then GTW 1500, 1502 (1957); then CV 1500, 1502 (1963).
(16) All CV locomotives are leased from Canadian National, except 8093-8095, leased from GTW.
(17) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614, then CV 3609-3614 (1967), then DW&P 3609-3614 (1968).
(18) CV 3900-3901 were originally CV 1859-1860, then CV 3900-3901 (4/1/57), then CN 3900-3901 (1/2/58).
(19) CV 4552-4557 were transferred to GTW, renumbered GTW 4552-4557 (1965).
(20) CV 8093 was originally GTW 7917, then CV 7917 (10/48), then CV 8093 (4/1/57), then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919, then CV 8094-8095 (4/1/57). CV 8094-8095 were transferred to GTW, renumbered GTW 8095-8095 (1967, '68).
(21) CV 8162 was originally CV 8015, then CV 8162 (4/1/57).
(22) FJ&G 30 was originally Washington & Old Dominion 47, then FJ&G 30 (1950).
(23) G&W 20 sold to B.M. Weiss Co. (2/14/62), then to Hankin-Conkey Constr. Co. (1964 or '65).
(24) G&W 21 sold to Geo. R. Silcott (2/15/66), then sold to Eli Lilly Co., no number.
(25) G&W 22 sold to Geo. R. Silott (2/15/66), then sold to Consumers Power Co.
(26) G&W 36 was originally Pittsburgh & Lake Erie 8655, then Geo. R. Silcott 8655, then G&W 36.
(27) G&W 42 was originally N.Y., Susquehanna & Western 233, then Geo. R. Silcott 233, then G&W 42.
(28) G&W 43-44 were originally Chicago & Western Indiana 256, 260, then G&W 43-44.
(29) L&HR 2, 5-9, 11 were traded to Alco Pr. (1966) for new power.
(30) LA&L 10 was originally Pennsylvania RR. 9334, then Vermont Ry. 10, then Geo. R. Silcott 10, then LA&L 10 (4/65).
(31) LA&L 17 was originally Savannah & Atlanta 504, then Elk River Coal & Lumber 17, then Buff. has 22x28" cylinders, 57" drivers.
has 22x28" cylinders, 57" drivers.
(32) LA&L 97 was originally General Electric ?, then Pittsburgh, Allegheny & McKees Rocks 2, then Groveton Paper Co. 1, then LA&L 97 (9/64), then Rochester Gas & Electric, no number, 4(/65). then Rochester Gas & Electric, no number (4/65). ern, renumbered 400; then sold to Stephen Bogen, renumbered 400.
(34) LIRR 401 scrapped (6/7/51). LIRR 402 scrapped by Luria Bros. (2/3/53). LIRR 403A, B scrapped by Iron & Steel Products (5/17/44, 4/18/45).
(35) LIRR 403 sold to Boston Metal Co., renumbered 1 (2nd).
(36) LIRR 405, 409-412, 450 were sold to Streigel Supply & Equipment. LIRR 409 was renumbered Streigel 53. LIRR 412, 450 scrapped.
(37) LIRR 405, 410-1501-1509, 2001-2008, 2401-2404 are no longer on roster.
(38) LIRR 439-445 were originally D&H 3025, 3020, 3027, 3030, 3013, 3001, 3003.
(39) LIRR 1503 was originally FM demonstrator 1500, then LIRR 1503, Upgraded to 1600 hp before being sold to LIRR.
(40) LIRR 1519-1520 were originally D&H 4019-4020, then LIRR 1571-1572, then LIRR 1519-1520.
(41) L&BR 1950 was originally NC&SL 101, then L&N 3101, then Preston W. Duffy & Son 3101, then Geo. R. Silcott 3101, then L&BR 1950.
(42) MT 13 was originally Alcoa 7, then MT 13, then Point Comfort & Northern 1. Scrapped.
(43) MT 8 was sold to Rockdale, Sandow & Southern, renumbered 8 (1951); then sold to the El Dorado & Wesson, renumbered 19 (1958).
(44) M&NJ 1 was originally Middletown & Unionville 1, then M&NJ 1, then leased to VTR as their 1, then M&NJ 1.
(45) M&NJ 103 was originally Sumter & Choctaw 103, then Empire State Ry. Museum 103, which leased it to M&NJ as M&NJ 103. It has 15x20" cylinders, 44" drivers, 200 psi boiler pressure.
(46) NYD 53 sold to Cubana Ry. (10/56), renumbered 17.
(47) O&N 1 originally D&H 3048, then O&N 1.
(48) SBK 12 was originally Grafton & Upton 12, then Claremont & Concord 12 (7/54), then SBK 12 (11/60), then SBK 20008 (1961), then SBK 12 (1966).
(49) SBK 13 was originally Saratoga & Schuyler 11, then C&C 11 (11/54), then Montpelier & Barre 23, then Hoosac Tunnel & Wilmington 23, then SBK 13 (11/60), then SBK 20009 (1961), then SBK 13 (1966).
(50) SB ? was originally U.S. Army 7967, then SB ?. No longer on roster.
(51) SB ? was originally USA 7978, then SB ?. No longer on roster.
(52) SB ?, ? were originally USA 8442-8443. USA 8443 was then S.A. Healy Construction Co. ?, then SB ?, then Pan American Engineering Co. ?, then Beech Mountain 42. USA 8442 became SB ?. No longer on roster.
(53) SB ? was originally USA 8466, then SB ?. It is no longer on the roster.
(54) SB 44 (1st) was originally USA 8468, then S.A. Healy Construction Co. ?, then Fore River 12, then Conemaugh & Black Lick 56, then Everett 56, then Preston W. Duffy & Son 56, then American Aggregates, where it is stored; may become 56.
(55) SB ? was originally USA 8486, then SB ?. No longer on roster.
(56) SB 45 (1st) was originally USA 8491, then S.A. Healy Construction Co. ?, then SB 45 (1st) (12/47), then C&BL 52 (12/50), then FR 14 (5/53), then Marshall Equipment Co. ? (1957), then Canadian Car & Foundry TM 4634 (9/58).
(57) SB 50-59, 70 are no longer on roster.
(58) SB 100-103 were originally D&H 3004, 3007, 3009, 3010, then SB 100-103.
(59) SB 104-107 were originally Lehigh Valley 164-165, 159, 151, then SB 104-107.
(60) SB ?, ? were originally Richmond, Fredericksburg & Potomac 58, 60, then SB ?, ?.
(61) SB ?, ?, ? were originally RF&P 64-65, 69, then SB ?, ?, ?.
(62) SB ?, ?, ?, ? were originally P&LE 8649-8650, 8654, 8644, then Geo. R. Silcott 8649-8650, 8654, 8644, then SB ?, ?, ?, ?.
(63) SNY 5 was originally General Electric (Pittsfield) 5 (gas/battery-electric), then rebuilt 5/31 to diesel/battery-electric, then sold to SNY, renumbered 5.
(64) SNY 300 was originally GE 6, then Unadilla Valley 300 (1954), then WA&G 300 (12/55), then SNY 300 (9/57). (There is no note No. 65.).
(66) SIRT 9005, 9011-9012 were originally B&O 539, 471-472, class DS-54C; then B&O 9005, 9011-9012, class SA-3C, then SIRT 9005, 9011-9012.
(67) SIRT 9026-9033 were originally SIRT 482-489, class DS-5A; then SIRT 9026-9033. SIRT 9026, 9028-9030, 9033 were transferred to B&O, not renumbered.
(68) SIRT 9135 was originally Chesapeake & Ohio 5001, then B&O 9135, then SIRT 9135.
(69) SIRT 8800 was originally SIRT 184; then SIRT 194, class DS-7G; then SIRT 8800; then sold to Manufacturers Equipment, then sold to Pittsburgh Plate Glass.
(70) WA&G 1200, 1300 were originally Ford Motor Co. 1000-1001, then WA&G 1200, 1300.
(71) WA&G 1400, 1600, 1800 were originally Ford Motor 1003, 1004, 1002; then WA&G 1400, 1600, 1800.
(72) WA&G 1500, 1700 were originally Ford Motor 1007, 1006; then WA&G 1500, 1700.
(73) LI 404 was sold to Streigel Supply & Equipment, then sold to Morehead & North Fork (5/2/66), renumbered 16.
(74) WA&G ? was originally Southern Pacific 6378, then WA&G ?.
(75) WA&G ? was originally Western Pacific 921C, then WA&G ?.
(76) WA&G 2000 was originally SP 6380, then WA&G 2000.
(78 LA&L 38 was originally Huntington & East Broad Top 38, then LA&L 38 (5/69).

Long Island Rail Road

Locomotive Roster Compiled by Sy Reich

(This roster is based on data from LIRR's manager of mechanical equipment and is accurate as of first quarter, 1969. Although our definition of shortlines as applied to our rosters would include the Long Island, we are giving this road a separate category because of its importance. For numbered notes, see those listed under N.Y. State Shortlines.)

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
AGP-20msc	200-207	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1963-4	
AGP-20msc	208-220	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	
AGP-20msc	221	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	
AGP-20msc	222-229	2000	Alco Pr.	DL-721A	B-B	67,500	270,000	1968	
GS-1	398-399	150	GE	?	B	12,750	51,000	1958	
GS-4	400	400	GE	44-ton	B-B	13,000	88,000	1950	33
AA-2	401	600	AGEIR	——	B-B	60,000	203,000	1925	34
AA-3	402	600	AGEIR	——	B-B	60,000	218,000	1928	34

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — these are Nature's Red Flags warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3407A
19 West 44 Street, New York, N. Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

- ☐ **Enclosed find $10. (Check, cash money order) Send postpaid.**
- ☐ **Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.**

Name_____

Address_____

City_____ State_____ Zip_____

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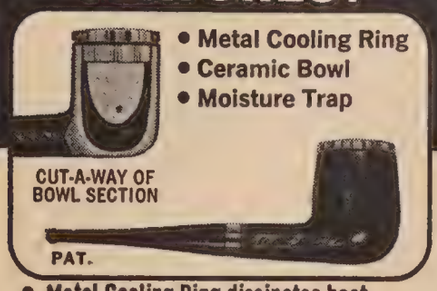

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

- **Metal Cooling Ring dissipates heat.**
- **Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."**
- **Moisture Trap absorbs condensation.**
- **Crafted of finest Mediterranean Briar.**

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

For limited time FREE BONUS OFFER: Windproof Lighter free with every Pipe order

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

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Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised, including free Windproof Lighter. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Date	Weight	Notes
AA-4	403A, B	660	WH	—	(B)x(B)	49,500	174,000	1928	34
BS-6	403	660	BW	VO 660	B-B	34,000	196,000	1945	35
AS-6	404-408	660	Alco-GE	S1	B-B	29,200	199,900	1946	36, 37, 73
BS-6a	409-412	660	BW	DS 4-4-660	B-B	34,000	196,000	1948	36
AS-6	413-414	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6mc	415-416	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6m	417	600	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6	418-420	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-6	421	660	Alco-GE	S1	B-B	29,200	199,900	1949	
AS-10m	439	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38
AS-10m	440	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38
AS-10m	441	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38
AS-10m	442	1000	Alco-GE	S2	B-B	57,500	230,000	1949	38
AS-10	443	1000	Alco-GE	S2	B-B	58,500	234,000	1949	38
AS-10	444	1000	Alco-GE	S2	B-B	58,500	234,000	1944	38
AS-10	445	1000	Alco-GE	S2	B-B	58,500	234,000	1945	38
AS-10	446-447	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
AS-10c	448-449	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
BS-10ac	450	1000	BW	DS 4-4-1000	B-B	34,000	228,500	1948	36
AS-10c	451	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
AS-10c	452-460	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
AGP-10sc	461	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
AGP-10sc	462	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
AGP-10sc	463	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
AGP-10msc	464-465	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949-50	
AGP-10msc	466-469	1000	Alco-GE	RS-1	B-B	34,000	249,700	1950	
FGP-16sc	1501	1600	FM	H16-44	B-B	36,600	263,660	1951	37
FGP-16sc	1502	1600	FM	H16-44	B-B	36,600	236,660	1951	37
FGP-16sc	1503	1500	FM	ALT 200.2A	B-B	42,200	263,660	1949	37, 39
FGP-16msc	1504-1509	1600	FM	H16-44	B-B	36,600	263,660	1951	37
AGP-15msc	1519-1520	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	40
AGP-16msc	1551-1560	1600	Alco-GE	RS-3	B-B	46,000	255,040	1955	
FP-20sc	2001-2008	2000	FM	CPA-20-5	B-A1A	36,660	294,180	1950	37
FP-24sc	2401-2404	2400	FM	CPA 24-5	B-A1A	36,660	309,300	1951	37

TUNNELING through mountains during the Steam Age was very hazardous. In 1871, when test trains puffed into the world's first long tunnel—the Frejus, stretching eight miles under the Alps—two locomotive engineers in succession died of asphyxiation; a third barely survived.

For 30 years, in any tunnel too deep to be air-shafted, engine crews ran a deadly gauntlet. In level tunnels, they raced through ahead of their smoke. Where uphill grades slowed them, they wrapped wool cloths around their heads and fought suffocation. Passengers behind closed windows coughed and wheezed. In 1896, an Italian inventor's forced-ventilation scheme cleared the air in Europe's smokiest holes.

In the United States, disaster lurked in the state of Washington's 2½-mile Cascade Mountain tunnel. Climbing its steep grade one night in 1903, a train stalled halfway in after two hauling engines broke their coupling. The lead engine went on for help.

Sniffing danger, the conductor went forward to order the train backed out. He found engineer and fireman lying unconscious—and fell senseless himself, as did the brakeman who followed. Passengers dropped. Luckily, among them was a hero, a deadheading fireman named Abbot. He staggered forward, released the brakes to let the train roll back, and stopped it outside, saving some 200 lives. ●

Coming Events

July 12: Steam train using Southern No. 630 one way from Decatur (7 miles from Atlanta) to Augusta over Georgia RR. Trip leaves Augusta 6:30 a.m. by diesel. Contact Augusta Chapter, NRHS, P.O. Box 725, Augusta, Ga.

July 26: Diesel-powered train over Bangor & Aroostook from Northern Maine Jct. to Millinocket and return via mainline, 150 miles. Lunch and pic stops. Lv. 10 a.m. Contact Robt. Baker, Downeast RR. Club, Box 285, Brunswick, Maine 04011.

July 26-Aug. 10: 16-day Pullman tour of USA from New York City and Washington, D.C. Contact Adams Rail Tours, 116 Deerfield Ter., Mahwah, N.J. 07466.

July 27: Diesel excursion over Belfast & Moosehead Lake RR., Belfast to Burnham, Jct., 114 miles in all. Lunch and pic stops. Lv. 10 a.m. Contact Robert Baker, Downeast Railroad Club, Box 28, Brunswick, Maine 04011.

Aug. 10: RDC excursion on Esquimalt & Nanaimo Ry., Victoria to Port Alberni. Lv. Victoria 9:30 a.m.; return 7:30 p.m. Adults $13.75, kids $6.96. Contact Juan de Fuca Railroad Club, P.O. Box 4093, Station A, Victoria, B.C., Canada.

Aug. 17: Maine Central diesel excursion, Brunswick, Me., to Rockland, 114 miles in all, over Rockland branch. Lv. 9 a.m.; arr. 5 p.m. Contact Robt. Baker.

Aug. 29-Sept. 1: Bay Area Electric RR. Assn. special train from San Francisco via SP to Eugene, Ore.; side steam trip. McCloud River RR. Contact John Plytnick, 294 Union, San Rafael, Calif. 94901.

Sept. 19-21: Veterans of 719th Ry. Operating Battalion reunion in conjunction with Military Veterans convention at Benjamin Franklin Hotel, Philadelphia, Pa. Contact R.E. Runsteen, sec., 12620 W. Dodge Rd., Omaha, Neb. 68154.

Thru Labor Day: Goober Special excursion train in Texas between Dublin and DeLeon; mixed train daily except Mon. and Tues. Lv. Dublin 3 p.m.; return 6 p.m. Contact Texas Central RR., Box 428, Dublin, Texas. ●

Pen Pals Wanted

Cheryl Hoyt (16), 629 W. Dodbridge, Kingsville, Texas.

David Shanahan (30), 34 Widmore Lodge Rd., Bromley, Kent, England, wants female pen pals.

Gary W. Zeitler, 339 Winthrop St., Apt. 2, Toledo, Ohio 43620.

Miss Ramona Ortega (16), 4407 Fannin, Amarillo, Texas 79110.

Garth E. Mosher (44), USAF Comm. Station, Resolution Islands, via Frobisher Bay, Northwest Territory, Canada.

Wilma Collins (50), 721 Warnke Rd., Michigan City, Ind. 46360.

Mrs. J. C. Headley (67), Box 47, Coalgate, Okla. 74538.

Linda Bade (14), 507 Vine St., Varna, Ill. 61375.

Brenda Curtis (17), Rte. 1, Remus, Mich. 49340.

Ellen Fox (15), Rte., 3, Mt. Pleasant, Mich. 48858.

Terri Lemire (16), Rt. 1, Box 42, Six Lakes, Mich. 48886.

(Miss) Perry L. Stokes (26), 177 N. Wabash Ave., Battle Creek, Mich. 49017.

Raymond H. Stephens Jr., (18), 2566 Hoods Creek Pike, Ashland, Ky. 41101.

Pvt. Christopher Brennan, R.A. 68057311, Co. C., 3 Bn, 4th Cst Bde., Class 31, Fort Polk, La. 71459.

Patti Allen (14), R.R. 1, Box 110, Garrison, Ky. 41141.

Sherry Daniel (14), 215 E. Jeffie St., Floydada, Texas 79235.

JoAnn Sams (15), Nelson St., Corbin, Ky. 40701.

Sandy Sammon (14), 708 Green St., Corbin, Ky. 40701.

Elaine Tingley (14), 18123 E. Montgomery, Greenacres, Wash. 99016. ●

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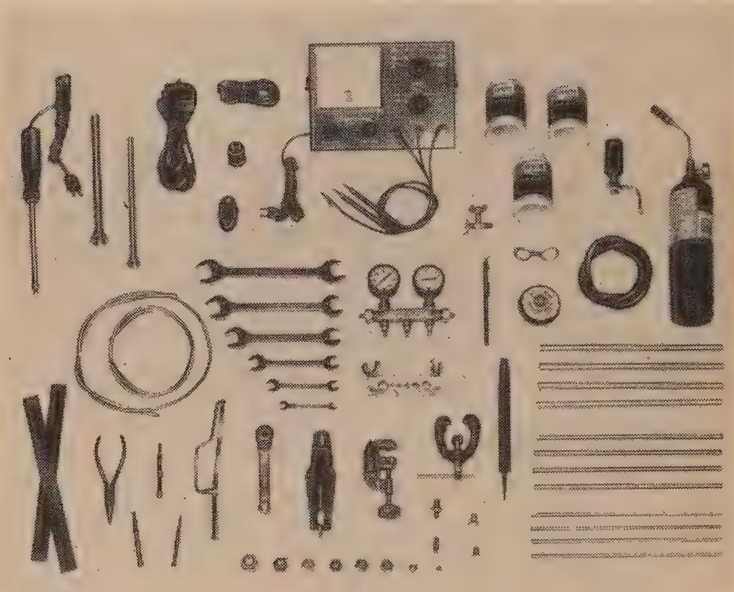

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HOBBY CLUB

conducted by Sy Reich

OUR June issue asked if anyone had ever taken a photo of an unstaged train wreck while it was happening. This reply comes from a retired Southern Railway train dispatcher, Thomas O. Acree, P.O. Box 724, Hollywood, Calif.:

"During the hundreds of times I have been waiting along main lines to shoot a particularly fast-moving passenger train, the thought has *often* occurred to me: 'What would be my reaction if the train should suddenly derail or go off of a bridge, down into some ravine, just as it was within a few hundred feet of me?' I would probably be so busy trying to get out of the way that I would forget to trip the shutter. Also, with the train moving, there would be no such thing as a still shot. Even if I were successful in retaining my wits and got a reasonably good picture, I would not dare show it to anyone, especially to a news editor, for fear I would be accused of causing the wreck, and liable to prosecution."

Ted Gay, prolific and excellent photographer of railroad subjects, notably steam, died on April 28th, we learn from his widow, Mrs. Florence Gay, 6 Northview Dr., Morris Plains, N.J.

Postcard size steam negatives from the camera of the late W.R. Osborne, a great railroad photographer, are available from Bill Pennington's negative file, P.O. Box 478, Portola, Calif. 96122.

A documentation of the various conductor and trainman uniforms that railroads have authorized over their long history is a project of R.P. Fitzgerald, 603 Woodland Dr., Havertown, Pa. 19083. He is looking for material on the subject, especially old photos from families of their relatives wearing uniforms.

Golden Spike Centennial Issue is now available free from United Transportation Union, 15401 Detroit Ave., Cleveland, Ohio 44107. It is printed on quality paper suitable for framing or poster.

Commenting on railroad buffs wearing name tags when partaking in fantrips and the like, Tony Reznak, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, writes: "I have long been using name tags and have met many fellow railfans that I would have never recognized but for their tags. Colorful, engraved, inexpensive nameplates can be ordered from Telkor, Inc., Box 9306, Olmsted Falls, Ohio 44138."

Nearly 300 railroad books still in print are listed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802. This list is free, except for 10c to cover postage and handling.

High-quality, attractive 12-ounce, drinking glasses with the Golden Spike Centennial theme are available from John Marquis, Jr., P.O. Box 68, Bryan, Ohio 43506, at $2 each, or $7.95 for a set of eight.

La Porte County Historical Steam Society is looking for a steamboat chime whistle to put on its narrow-gage steam excursion locomotive, now being reconditioned. Anyone who knows where one can be found should contact W.K. Blewett, 724 N. Roeske Ave., Michigan City, Ind. 46360.

For 71 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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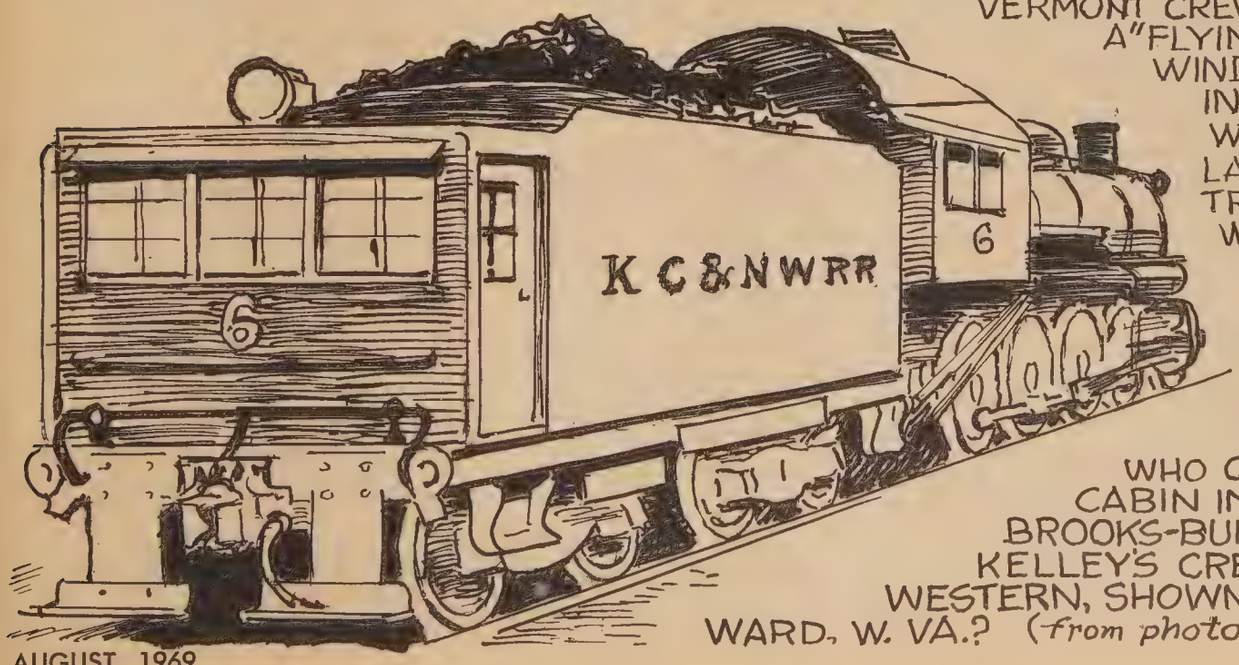
ALONG THE IRON PIKE

by Joe Easley

WINTER OPERATION ON NORTHERN PACIFIC INCLUDES FREQUENT USE OF HELICOPTERS TO BLOW HEAVY FROST AND ICE OFF TELEGRAPH WIRES.

TIGER PAWS, MASCOT OF BURLINGTON'S 14TH STREET YARD IN CHICAGO, GETS LIFETIME PASS FROM R.K. MATTINGLEY, DIESEL FOREMAN. CAT WON'T HAVE TO RIDE ON OUTSIDE OF DIESELS ANYMORE, AS HE DID RECENTLY. (from Chicago Tribune photo)

WHEN CENTRAL VERMONT CREW ATTEMPTED A "FLYING SWITCH" IN WINDSOR, VT., YARD IN 1938, FRONT WHEELS OF CAR LANDED ON HOUSE TRACK WHILE REAR WHEELS STAYED ON OTHER TRACK. (From photo by Mark F. Moye)



WHO CAN EXPLAIN CABIN IN TENDER OF BROOKS-BUILT 2-8-0 ON KELLEY'S CREEK & NORTH WESTERN, SHOWN IN 1949 AT WARD, W. VA.? (from photo by W.R. Hicks)

IN SEARCH OF STEAM

with Mike Eagleson

FORMER Reading No. 2102 will run again! So says Doug Brown, 223 S. Main St., Granville, Ohio 43023. "I have helped to polish and repair the damaged axle and journals on this engine," he writes, "and can say she is now in fine shape. After working on this behemoth, I will agree with many a roundhouse foreman that the steam locomotive is more fun to operate and watch than to work on, even in 1969!"

Mike Eagleson

Union Pacific *Big Boy* No. 4005 will soon go on display at the Colorado Railroad Museum, Golden, Colo. It is now stored in bad shape at Cheyenne, Wyo.

White Pass & Yukon's last steamer, 2-8-2 No. 73 (Cooke 1899), is now on display with a rotary plow at Lake Bennett Station.

Colorado Central Narrow Gage RR. at Central City, Colo. is having its No. 44 (2-8-0) IRCA engine reflued, and a new cab made for their Colorado & Southern 3-foot 2-8-0 No. 71.

Old Dominion Chapter of the National Railway Historical Society in Richmond, Va., now owns a Porter-built 1942 ex-U.S. 0-6-0T called the *Rebel*, retired in 1966.

West Germany is selling operating steam locomotives to anybody willing to pay from $3750 to $15,000, plus moving costs. There are still 2000 steam locomotives operating in Germany, but they will probably be gone by 1975 at the latest. Railroad buffs are purchasing locomotive parts at a fast rate. Some developing nations in Africa and Asia are buying whole locomotives to operate on their own railways, as these engines still have years of life left in them. Just which nations these are, we don't know.

"Honduras has finally gone diesel", laments Thomas T. Taber, who has just returned from a trip to Puerto Cortes searching for steam. Numbers of modern 3-foot, 6-inch-gage 2-8-2 oil burners of the Ferrocarril National de Honduras were used up to a year ago and are awaiting scrap. An interested railfan group might get them, at bargain prices. The Tela Railroad also has surplus steamers. Act quickly before these 1948 engines are cut up.

Steam status in Mexico: Awaiting scrap in Huehuetoca boneyard are Niagaras No. 3030, 3034, 3035, and 3039; 2-8-0 No. 1150; 0-6-0T's No. 504 and 507 (Kitson, Leeds, England, 1904 and 1895). No. 504 is owned by San Rafael Paper Co. and will be used when its line is standard-gaged, but another source says the company will go diesel. The Niagaras sell for $16,000 if any fan groups want to buy one. The narrow-gage scene is dead, too. San Lazaro roundhouse holds 2-8-0's No. 262, 269, 272, plus 2-6-0 No. 67. Stored at Puebla are 275, 279, and 281. These are stored pending decision to start a steam tourist line. Sister No. 286 2-8-0 works San Rafael Paper Co. near the snow-covered volcano *Istaccihuatl*, ("The Sleeping Lady"). She was sold to them by the NdeM and still has that name on the tender. This Mexican news comes from Charles M. Knoll, 120 Coolidge Ave., Spencerport, N.Y. 14559.

Switzerland has just joined that long list of countries which have deserted steam. Last steam-powered train ran from Turgi to Winterhur, Zurich and Schaffausen, once an imperial city of the Hapsburg dynasty. The locomotive will go to a museum near Winterhur, at one-time a center for steam building, reports Walter W. Hubbard of 2701 Southeast Ct., Pompano Beach, Fla. 33062.

Chesapeake & Ohio 2-6-6-6 Allegheny No. 1604, long in open storage at Russel, Ky., has been moved to Huntington Shops for refurbishing to display at Roanoke, Va.

United of Yucatan No. 251 (4-4-0), 260 (2-6-0), and 274 and 275 (4-6-0's), are on their way to Florida Disneyland for operation. This just about cleans out U de Y narrow gage steam. All but the last one are in good condition.

Chinese National Railways have lowered the coal consumption of their steam power by as much as 25 percent by re-using spent steam. It seems that somewhere in the world, steam development is still taking place. Also on this topic, the March '69 issue of *Railway Gazette* features a full-page illustrated ad for the Giesel Ejector, directed at the "many parts of the world" where steam is "the most economically suitable motive power." The company speaks of the more than "50,000 steam locomotives in service" today by saying that "a good steam locomotive is something to be proud of—so make the most of it by modernization!"

In the land where it all started, England, the last steamer has been stricken from British Rail's roster. Class 8F 2-8-0 No. 48493 was handed over to a scrap yard. We hope now that British Railways remove their ban on operating the dozen or more privately-owned examples of steam development, and run fantrips.

Norfolk & Western No. 475 4-8-0 today.
Photograph by Mike Eagleson

Norfolk & Western 4-8-0 No. 475, long stored at the Virginia Iron & Scrap Metal in Roanoke, Va., was recently seen outside Hollsopple, Pa. (four miles from Johnstown), along Route 219. "Who knows what she is doing there?" asks John Ed Kelly, RR 2, Box 226, Ligonier, Pa. 15658.

Canadian Steam Locomotive Directory, listing over 125 engines in Canada today, is offered for 50 cents by Randy Scholl, Box 123, Batavia, Ohio 45103.

Kopper Co. in North Little Rock Ark. operates a fireless steamer, reports William T. Church, Missouri Pacific conductor, 1011 W. 53 St., North Little Rock, Ark. 72118.

Steam searchers will find live operations this summer at four of the Great Western Sugar Co., plants in Nebraska. The 1969 sugar beet campaign will feature small Davenport tankers at the following locations is Nebraska: Bayard, Gering, Scottsbluff, and Mitchell, reports William F. Rapp, 430 Ivy Ave., Crete, Neb. 68333.

As occasionally happens with some of the hundreds of park engines displayed "as an eternal tribute to steam for generations to come," a few years after those dedication words were spoken, someone decides the engine was put in the wrong spot. Some say that the solution would be to "scrap the unsightly mess." Others want to save her.

Such was the case with Southern Pacific 2-8-0 No. 2562 at Chandler, Ariz., when she was found to be resting on the site of a new million dollar complex. After much deliberation, she is safe, thanks to Raymond Armstrong, a Chandler resident who recognized her true value. Assisted by friends and a winch truck, Ray moved the 182-ton Consolidation, four blocks to a new site, inch by inch on weekends. Thank you, Ray. The steam world needs more followers like you.

Coming Next Month: The story of Richmond Locomotive Works by William E. Warden, Jr., well illustrated.

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The Switch List

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A. ADDISON, 204 Fern Ave., Toronto 3, Ont., Canada, buys steam bldrs. plates.

BEN ALABASTRO, 108 First Ave., Frankfort, N.Y. 13340, buys NYO&W and NYC dispr. sheets, tts., emp. tts, 1920 '40.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c. size pix LV, RDG, CNJ, etc. steam, diesel, stations, cars, cabooses, bridges, ferries, trolleys, wrecks, 1870 to date. (SSE)

STEVE AUSLENDER, 11 Leonard St., Stamford, Conn. 06906, sells transit tokens, rr., transit hat badges, C&NW collector's cap.

BOB BARROWS, 10 Claridge Rd., Worcester, Mass. 01606, sells slides, pix MBTA, BERA, CERA, Kennebunkport museum. (SSE).

BOB BIXBY, 826 S. Wabash Ave., Chicago, Ill. 60605, buys diesel pix BAR, MEC, Vt, Alaska RR.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC; also swaps RPO cancels; sells FEC 8x10 pix from official negs.

JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio, 44907, buys, sells Ohio interurban and trolley pix. (SSE)

D.F. BROADBEAR, 477 Charlotte St., London Ont., Canada, will buy 11/52 Railroad Magazine.

JOHN BROMLEY, 32 North Dr., Scarborough, Ont., Canada, buys trolley negs., b&w or Kodacolor, esp. TTC; but no 35mm.

DON BROWN, 14 Cutter Dr., Rochester, N.Y., 14624, wants info. on B&O series cabooses, disposition of those wrecked, etc.

GERRY BURRIDGE, 65 Cremazie W., Quebec 60, Que., Canada, buys Canadian steam, diesel, rosters, steam pix of Q&LStJ, Nat. Transcontinental. Sells or trades steam, diesel, or elec. pix for above.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells or trades p.c. size PM steam pix. (SSE)

BOB CLEARY, 6244 S. McVicker St., Chicago, Ill. 60638, buys Chi. & Joliet Elec. slides, pix, tts.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, buys PRR tender plates. Sells CN number and bldrs. plates, other railroadiana. (SSE)

C.W. CORNER, 3718 E. 4th St., Dayton, Ohio 45403, trades lanterns, locks, switch keys, buttons, globes.

DICK CRANDALL, Concord Rd., Springfield, N.Y. 14141, sells Pennsy 6/21/85 tt. reprint. (SSE)

SAM CRAWFORD, 510 S. Main St., South Bend., Ind. 46618, buys current emp. tts.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells rr. books, Off. Guides, other railroadiana. List for large SSE.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells rr. stocks, bonds. Sample, list 25c.

VINNIE DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J., 07417, buys Erie. DL&W, EL diesel negs., color slides, psgr.-car negs.

CARL DENTREMONT, 62 Birch St., East Millinocket, Maine, 04430, will buy Railroad Magazine 1/55 and 12/59.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20c. Buys, sells CN, CP, TH&B steam negs.

FRANK DIFALCO, Box 269, Keene, N. H. 03431, sells negs., tts.

MIKE EAGLESON, 286 Washington St., Glen Ridge N.J. 07028, sells 4x5 steam negs., other railroadiana. (Big list, SSE)

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, trades orig. slides Phila. area for those of SAL, ACL, SCL, FEC, N&W, VGN, C&O, RF&P, L&N locos or psgr. equip.

WALLACE EWART, 1946 E. Clay, Decatur, Ill. 62521, sells back issues of Railroad Magazine, Trains. Trades sw. keys.

ED FULCOMBER, Box 1004, Canon City, Colo. 81212, buys, sells, trades negs. or slides CB&Q, C&S, FW&D, UP, D&RGW, MP, AT&SF, WP, CRI&P; NP, GN, SP&S, demonstration diesels.

HARRY GANGWER, 21 Eurana Ave., Weatherly, Pa. 18255, will sell set of Railroad Magazine 7/34 to date; make offer.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, sells rr. rubber stamps, letterheads; list 12c. Buys PC tts.

AL GILCHER, 17 Lochland Rd., Valhalla, N.Y. 10595, sells or trades trolley and bus transfers. List, sample 10c.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells brass tool or key checks marked CC Ry. (What price, Lil?)

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will trade Poor's rr. manuals for old rr. stocks or bonds.

JOHN GROVER, JR., 299 Hyde Park Ave., Jamaica Plain, Mass. 02130, will buy C. P. Fox book, "Circus Trains," (Not published yet.)

FRANK GUERNSEY, 12546 N.E. Knott St., Portland, Ore. 97230, sells size 620 b&w and color negs. SP, NP, UP, GN, SP&S, steam or diesel.

HENRY GUNSTON, Box 30148, Nairobi, Kenya, Africa, trades 35mm slides and pix of East African Rys. for pix of U.S. Mallets.

BOB HALL, Box 95, New Florence, Pa., buys hand lanterns with rr. markings made in or near globe.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, buys data, catalogs, bldrs. lists and pix of Heisler and Vulcan fireless locos.

DON HARDY, 43 Nimitz Dr., Billings, Mont. 59101 will trade CB&Q Lincoln Div. spl. instructions for emp. tt. of any road.

B. K. HEALD, RFD Winn, Maine 04495, trades B&M emp. tts. for those of Pennsy and PC No. 1

MIKE HUNTER, Box 1454, Bethlehem, Pa. 18018, buys rule books of SCL, C&El, SP, WP, IC, D&H, CG, AT&SF, KCS, N&W, P&LE, T&P, NWP.

BOB JOHNSON, Rte. 1, Box 265A, Rassville, Ga. 30741, buys or trades steam loco catalogs. Wants Climax and Wilmette literature. Buys logging rr. pix, negs.

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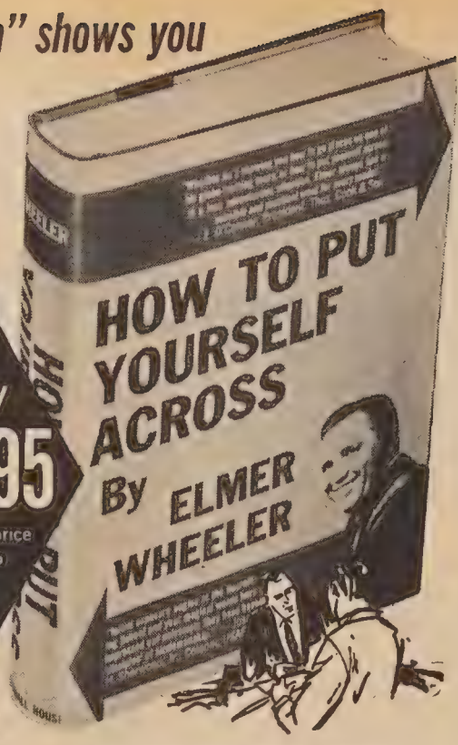

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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RAY JOHNSON, Box 160, Wakefield, Kan. 67487, trades machinery watch fobs for sw. keys. or tkt. punches.

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404. will buy dupl. slides or 8 mm movies of Eisenhower funeral train; also train pix in Shamokin, Pa. area.

JOHN KELLY, RR 2, Box 226, Ligonier, Pa. 15658, will buy color pix UP Big Boy, side view, large.

TOM KERBY, Rte. 8, Box 427, Tucson, Ariz. 85710, sells or trades SP rulebks. for those of other rrs. Sells 1906 GVG&N dispatchers' sheets. Buys SP Tucson Div. emp. tts. (SSE)

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells or trades much railroadiana, esp. sw. keys. (Big list, SSE)

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells scratch-paper pads with rr heralds. Sample for 6c stamp.

KEN LAW, 108 Boston Post Rd., Madison, Conn. 06443, wants history of small Hampton & Branchville diesel; where is it now?

ARNOLD LEBOWSKY, 422 Eastern Ave., Toledo, Ohio 43609, sells or trades p.c. size pix PC, NYC, PRR, N&W, C&O, B&O, DT&I for other roads.

HARRY LYZOTT, 2529 Webb St., Indianapolis, Ind. 46225, will trade E.P. Alexander's "American Locos 1900-1950" and Ellis' "Pictorial Encyclopedia of Rys." for traction books.

R.R. MALINOSKI, 133 Tracy Pl., Hackensack, N.J. 07601, will sell 2 lots of Trains mag. 54 issues 1942-'51 and 164 issues '41-'57.

DICK MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, wants free biographical data and pix of Frank, Chas., and James Rook, brothers, formerly RDG enginemen.

RALPH MARSON, 8070 Busch, Center Line, Mich. 48015, buys Detroit trolleyana, Interurban Specials and NYC annual reports circa 1942.

K.B. McCUTCHEON, 21 Grandview Ave., Willowdale, Ont., Canada, trades orig. 35mm Kodachrome diesel slides.

TOM MICHELS, 3894 N. 41st St., Milwaukee, Wis. 53216, will buy full-size observation car.

JOHN MILLS, 1501 Woodbine Ave., Toronto, Ont., Canada, wants pix and info. on Hamilton area interurbans for use in book he is writing.

ED MURPHY, Sand Hill Rd., Annondale, N.J. 08801, will buy color slides of NKP 759 pulling Centennial Gold Spike special. Will buy any steam loco bell.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y., 11377, sells dupl. slides on approval of steam, diesels, elec., trolleys.

KYLE NEIGHBORS, Box 134, Cass, W. Va. 24927, sells reprint of book on Lima Shay repair and parts. (What size book, what price?)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys FEC and other Fla. railroadiana. Sells FEC pix; trades FEC tkts.

W. NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys, sells, trades diesel loco bldrs. plates.

R. W. OTTERSTEIN, 316 Provincetown Rd., Cherry Hill, N.J. 08034, will sell collection of over 500 pix of trolleys, interurbans, locos. No list.

DAVE PHILLIPS, 2301 Floral Dr., Niles, Mich. 49120, buys pix, info. on streamlined locos

GORDON REED, 811 Garson Ave., Rochester, N.Y. 14609, sells b&w postcards. (What kinds?)

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys switch marker, classification, hand lanterns; rr. globes, bells, etc.

BOB RIEBOLD, 434 Caroline, Kirkwood, Mo. 63122, buys or trades for MP, SLSF, WAB playing cards, ashtrays, buttons, sw keys, etc.

DON ROSS, 3821 Crater Lake Ct., Irving, Texas 75060, sells sizes 616, 620 rr. and trolley pix, negs. RR list, sample 50c. Trolley list, sample 50c.

H.W. SAWYER, 610 Empire Blvd., Rochester. N.Y. 14609, sells brakemen's lanterns, tts, emp. tts, tkts., pix, passes, pencils, brass locks, etc.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells p.c. size pix Erie, DL&W stations. List 10c: sample 25c.

DICK SHULL, 130 W. 44th St., New York, N.Y. 10036, buys marked cups, saucers, china, linen, playing cards.

LARRY SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, will sell Pennsy K4 whistle with brass valve, bldrs. and no. plates. (SSE)

RON SIMS, 2717 Cornell St., Des Moines, Iowa 50313, buys pix, negs. Texas Elec. and LSE cars 170. 179, 180.

DON SMITH, 1327 Browning St., North Bay, Ont., Canada, sells tts, emp. tts., back issues Railroad Magazine, Trains. (SSE if possible).

CON SPADY, 901 N. C St., Herington, Kan. 67449, trades or buys switch keys.

ED SPODOBALSKI, 1538 E. Ohio St., Pittsburgh, Pa. 15212, sells PC emp. tts. Buys, sells, trades PRR emp. tts.

JOHN STADELMANN, 8816 213th St., Queens Village, N.Y. 11427, buys or trades for emp. tts.

BOB STAUFFER, 930 S. Franklin St., Palmyra, Pa. 17078, buys elec. interurban tts., annual reports, pre '60 rr. tts.

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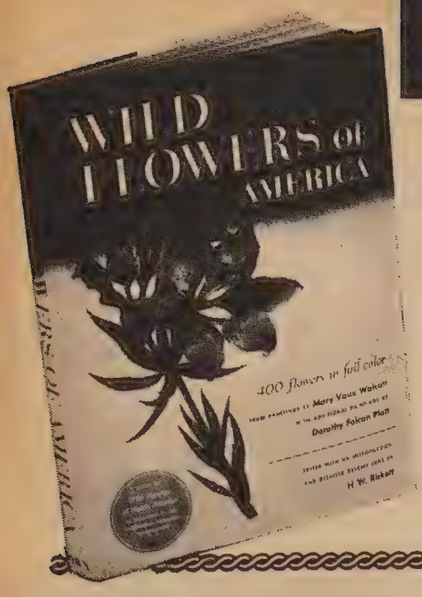

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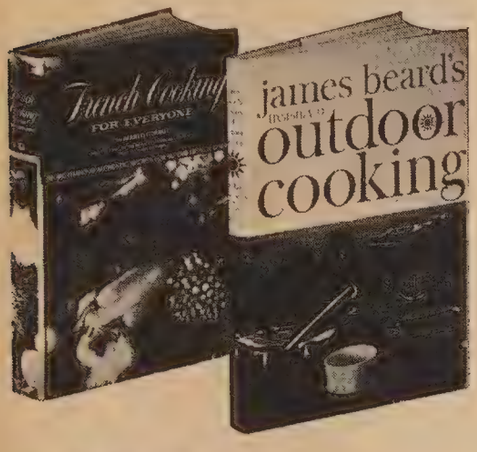

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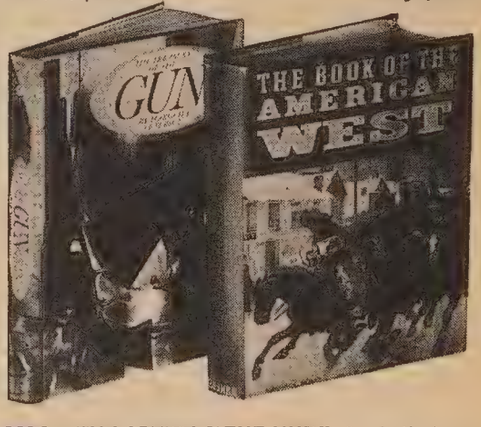

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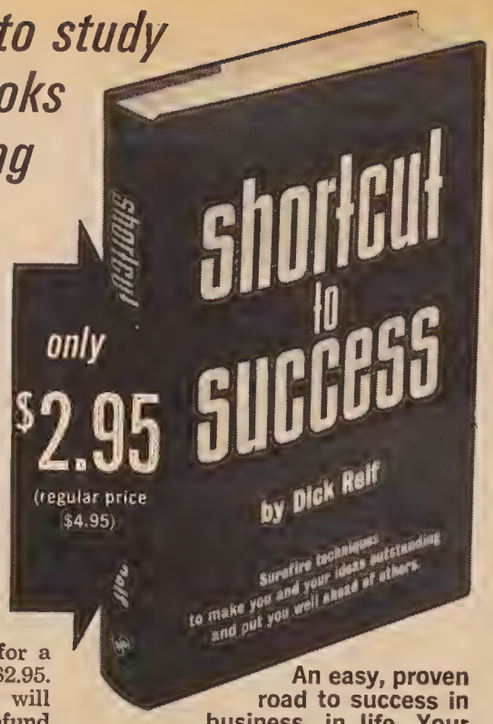
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JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells UP ash trays. (What price?)

PETE STRONGE, 714 Winona, Oak Park, Ill. 60304, buys, sells or trades switch keys.

D. STUART, 13 Fairview Ave., Cheltenham 3192, Victoria, Australia, buys loco bldrs. plates, incl. Fowler, Nasmyth, Wilson, Kerr Stuart, NdeM, etc.

JOE TOTH, JR., 3000 W. Irving Blvd., Irving, Texas, 75060, trades SCL slides for pix, esp. BAR and MEC.

MONK TWITCHELL, RFD 2, Elizabethtown, Ill. 62931, will buy rr. pocket watch with bold numerals.

R.R. WALTON, 1745 Sharon Pl., San Marino, Calif. 91108, will buy Porter bldrs. plate and small loco bell.

TAD WAMHOFF, Box 396, La Moille, Ill. 61330, wants CB&Q diesel roster.

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys orig. rr. or trolley slides, negs., bks., copies of postcards, pix, negs., slides. Sells slides; sample 40c. (SSE).

BILL WHITE, 740 Margo Lane, Memphis, Tenn. 38122, buys 35 mm color slides of RUT diesels.

CHAS. WICKMAN, 2338 E. Valcourt Lane, Glendora, Calif. 91740, buys emp. tts. of SOO, C&NW, LS&I, E&LS, Copper Range, M&LS, DSS&A.

GERRISH WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, will buy "A R.R. For Tomorrow" and Cunningham's "Railroads of N.J."

DALE WILSON, 158 Adie St., Sudbury, Ont., Canada, buys CP tts., emp. tts; railroadiana dealing with Sudbury, SOO or A.C.

GARY ZEITLER, 339 Winthrop St., Toledo, Ohio will buy color slides of Eisenhower funera ltrain.

Model Trading Post

BOB BAKER, 20 Melfa Ave., Petawawa, Ont., Canada, will buy Grant psgr. cars of CN or CP of Canadian or Grove class.

DAVE FRAMBACH, Rte. 8, Concord, N.H. 03301, will buy HO gage models of BMT 67-ft subway car set.

DENNIS FREEMAN, 548 Beverly Rd., Teaneck, N.J. 07666, will buy Lionel 2341, 2378, 6464-825.

JOHN GIBBONS, 615 Arbor Rd., Cheltenham, Pa.-19012, trades model rr. passes.

PHIL GILES, 33 Arcadia Lane, Hicksville, N.Y. 11801, will sell Model Rrer, MRC 1948-'66 (SSE)

DAVE KENYON, 55 Adams St., Lynn, Mass. 01901, sells pre-1960 AF cars, track, access., transformers. Buys mint pre-'60 Erector sets (SSE)

G.R. MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, sells O scale cars assembled and in kit form. (SSE)

HOWARD MOULTON, 204 Richards Ave., Portsmouth, N.H. 03801, will trade RPO marks, other railroadiana, for toy trains, incl. Marx 8-wheel cars, diesels.

H. PHILLIPS, 1434 Woodworth Rd., East Cleveland, Ohio 44112, will sell 1958 Off. Guide, 34 Model Rrer and Trains 1950-'67, ten Lionel, AF catalogs '53-'61. (SSE)

BENSON STOKES, 2010 Valentine Ave., Bronx, N.Y. 10457, sells HO gage brass interurban equip. (SSE)

Revised Roster Notes

Fresh data comes from Geo. R. Silcott for our Norfolk & Western roster (June '69). Note 9 should read: NKP 1, 6 sold to AC&Y, renumbered 104-105. Units 104-105 were traded to GM-EMD for new AC&Y power. NKP 3 was sold to Silcott, then to Streigel Equipment Co.; scrapped (1/68). NKP 4 was sold to Medusa Portland Cement Co., renumbered 10 (1964). NKP 5 was sold to Wabash, renumbered 325. NKP 2 was sold to Silcott, then to Kentucky & Tennessee; is being used for parts.

Note 22 should read WAB 101 was sold to Peabody Coal Co. (1961), renumbered 101, then to Silcott. WAB 102-103 were sold to Bonhomie & Hattiesburg Southern (1961), renumbered 2, 1.

Note 46 should read 2025, 2029, 2030, 2033, 2035, 2036, 2041 were sold to Silcott. 2025 was sold to Alpha Portland Cement, renumbered 2025; now held for spare parts. 2029, 2033, 2035 were sold to Becker Sand & Gravel, renumbered 29, 6, 35. Unit 2036 was sold to Western Energy Co., subsidiary of Montana Power Co. 2030 was sold to Board of Water & Light (Lansing, Mich.) renumb. 198. Unit 2041 sold to K.C. Power & Light.

Additional data comes from Precision Engineering for our N.J. Shortlines roster (July '69). Note 3 should read L&NERR 651, 653, 657, 659-660, 663 were sold to Raymond International, Inc. 9/61, renumbered 1501-1506; then to Whisler Equipment 1966-'67. Raymond 1502, 1506 were sold to Altos Hornos de Mexico, renumbered 128-129. Raymond 1501, 1503, 1504 were sold to Precision Engineering, and scrapped. Disposition of 1505 is unknown. L&NERR 652, 654-656, 658, 661-662 were sold to L&N, renumbered L&N 265-271. L&N 265-271 were traded to GE for new L&N power and scrapped. (Data from Altos Hornos de Mexico is included in the above note change.)

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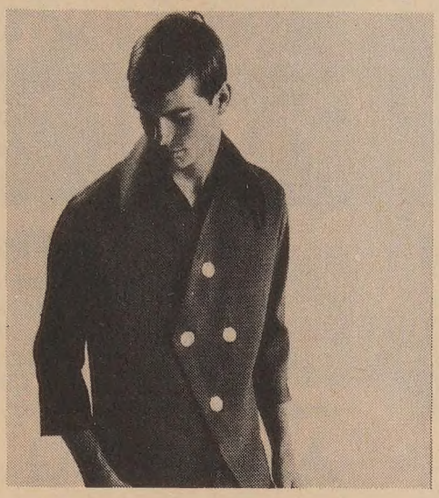

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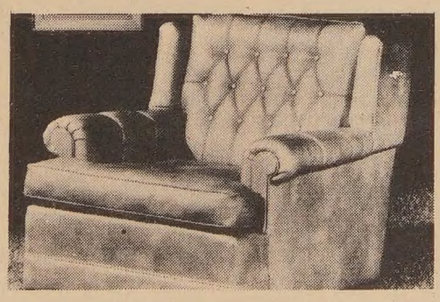

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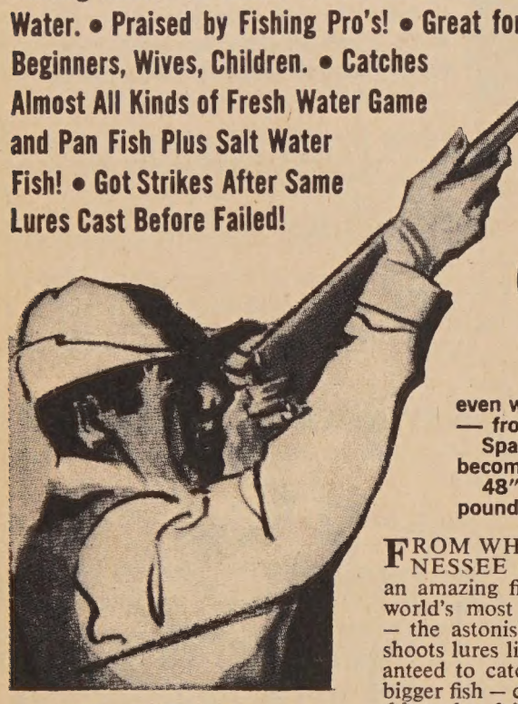

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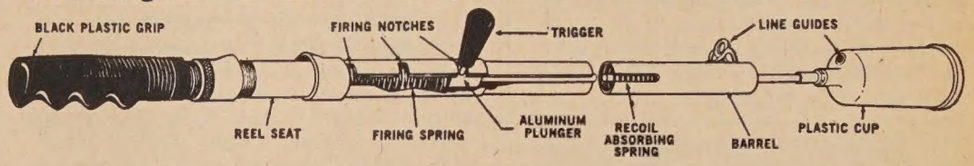

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Thousands of AUTOCAST rods Now Catching Fish Throughout The World.

What The Press Reports on AUTOCAST

Popular Science Reported: "At last an automatic caster that eliminates hooking your fishing partner or losing your lure in overhanging limbs or in the middle of a back cast. Just set the distance on a scale and press a trigger. Autocast fires line and bait accurately up to 80 feet."

Newsweek Reported: "The trigger is tripped. Voom . . . the released spring catapults the line up to 80 feet accurately under overhanging limbs and brush, past tree stumps and other obstacles."

American Legion Reported: "AUTOCAST great for kids and beginners, for experienced anglers, possibly even for semi invalids."

Argosy Magazine recommended AUTOCAST and especially for youngsters.

Parade Magazine Reported: "Even an inexperienced youngster in your family can toss a line where he wants it after only a few minutes practice."

The Fort Worth Press Reported: "AUTOCAST looks like a bazooka — actually it casts a lure — it's a show stopper — wherever it's used a crowd always gathers."

The Pittsburgh Post Gazette Reported: "AUTOCAST a Bonanza for the lazy angler — an automatic casting rod that needs no casting — just aim it, push a button and watch a lure shoot across the water to the spot — point the rod to your target and just push the trigger back. Sound Simple? It could put plugs or spinners under overhanging trees. It could place these more accurately in other situations than you or me."

The Angler's Digest Reported: "Easily pops a ¼ oz. plug into a bucket three times out of four at 30 yards."

MAIL AMAZING TRIAL COUPON

ROJAN SUPPLY, Dept. 1158

Box 4513, Grand Central Station, New York 10017

Please ship precision plastic and steel AUTOCAST rod on AMAZING TRIAL OFFER: If AUTOCAST does not catch more fish — bigger fish — and make fishing more fun — if AUTOCAST is not the greatest fish catcher I've ever used you will refund my money immediately.

_____ Autocast Rods @ $10.95 (Add 95¢ post.)

☐ Send C.O.D. I enclose $1 goodwill deposit and will pay postman $9.95 balance plus all postal charges.

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ALLIGATOR GRAIN AND SUEDE

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This smart wing tip slipon by Italian designers is made of simulated Alligator Grain all around, with rich, soft suede leather at the forepart. The grained strip across the front adds extra smartness to your steps.

3427 Black
3428 Brown
3429 Blue
3430 Green

Sizes 6-13. All ½ sizes except 12½. Medium width.

CUT-OUTS

From Italy

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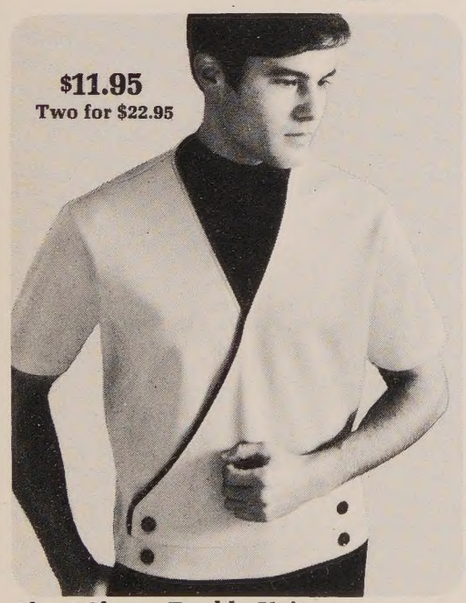
Brilliant Italian design in FIVE handsome colors, with the graceful beauty of the molded leather sole that curves right into the upper. Richly grained leather, fine hand stitching all around.

3357 Black
3358 Maple Tan
3359 Forest Green
3360 Ocean Blue
3361 Oyster White

Sizes 6½-13, medium width

$11.95
Two for $22.95



Short Sleeve Double Knit

This handsome California creation has the look of a turtle neck sweater under a smart knitted sport shirt. But, it's a one piece garment made of a wonderful feeling fabric . . . Durene knit bonded 90% tufted acetate, 10% Nylon. Sizes S, M, L, XL.

S275 Blue S276 White

Lustrous Knit Turtle Necks **$10.95**

They look great and feel so soft . . . full turtle neck shirts of 60% rayon and 40% cotton. Smart French cuffs add a dressy touch to this silky jersey. Perfect for casual wear. Sizes S, M, L, XL.

S310 White S311 Gold S312 Sky Blue
S313 Black S349 Brown S350 Royal Blue
S351 Kelly Green

Pin-Stripe Bell Bottoms **$15.95**

Handsome new look in dress pants. Striking satin pin-stripe trousers with 22" wide bell bottoms. Comes with western pockets and a high-rise waistband with a 3-button extension side closing. Made of 55% Dacron Polyester, 37% Rayon and 8% imported mohair. For finished bottoms on pants, add $1.00 and give inseam measure. Sizes 27 to 36 waist. P40 Plum P41 Black P42 White P43 Royal Blue P44 Kelly Green

$29.95

The Two-tone Knit Top Walking Suit

This dashing new suit is really what's happening. The smart double breasted knit shirt, of 100% acetate, has a black knitted moc turtle neck, and is trimmed with a contrasting darker color. The slacks are of a blend of rayon and acetate and match the trim of the shirt. It gives an exciting two-tone effect. For finished slack bottoms, add $1.00 and give inseam measure. Slack waist sizes: 27-36. Shirt sizes: S, M, L, XL.

A324 Lavender-Plum A325 Gold-Rust
A326 Light Blue-Royal Blue

HOW TO ORDER

To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your satisfaction is GUARANTEED . . . any item may be returned unworn for full refund. No C.O.D. to APO, FPO

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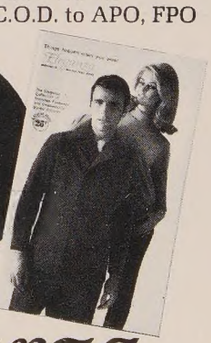

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U.S. Bureau of Labor Statistics predicts shortage of 50,000 civil engineering technicians (Surveyors, etc.) by 1975 as hundreds of thousands of miles of new highways are on planning boards, thousands of slums are being cleared to make way for new "high rise" housing, new cities are born and old ones grow. No structure can be built without the Surveyor and his crew... no land can change hands without their accurate measurements. Half of all Surveyors work for Federal, State or local Governments, so there's no worry about layoffs or pay-checks. And, a pension may assure you of lifetime financial security when you're ready to retire!

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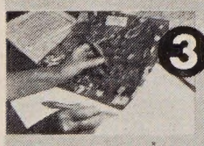

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